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CITROËN

BEST MPV. AGAIN.

WHAT CAR? Car of the Year 2014 Best MPV

WHAT CAR? Car of the Year 2015 Best MPV



CITROËN GRAND C4 PICASSO

The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO_2/km barrier with the BlueHDi 150* delivering up to 72.4 MPG.[□] With its ultra-flexible 7-seat interior, 360° Vision Parking,[○] Keyless Entry and Start,[△] and Panoramic Windscreen, it's no wonder it's been voted What Car? Car of the Year 'Best MPV' for two years running.

CRÉATIVE TECHNOLOGIE

citroen.co.uk

CITROËN prefers TOTAL Model shown: Grand C4 Picasso BlueHDi 120 S&S 6-speed manual Exclusive+. OTR price £26,665 (incl. Teles Blue metallic paint at extra cost of £520). *Available on Grand C4 Picasso Exclusive and above. □Combined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. ○Optional at extra cost on Grand C4 Picasso Exclusive+. △Optional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+

Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO_2 Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO_2. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO_2. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

WHICH PIECE OF HI-TECH IN-CAR EQUIPMENT DO YOU VALUE MOST?



Maxine has always had a passion for cars and after ten years as a regional motoring editor in South Wales, is enjoying the freelance lifestyle, travelling here, there and everywhere to test out new cars and interview the brains behind the technology. She simply loves driving... nearly as much as rugby!

MAXINE ASHFORD

BLUETOOTH AUDIO STREAMING



A rare female in the testosterone pool of motoring journalism, Sue has had her right foot to the floor throughout a career spanning more than 30 years. From local newspapers, via Brands Hatch and twenty years in Fleet Street as a motoring editor, she also notched up a decade as a Top Gear presenter.

SUE BAKER

LIVE TRAFFIC ALERTS FOR SATELLITE NAVIGATION



Gavin's right foot is still planted firmly in the 1980s and 1990s, as he fuels his rather unhealthy obsession with old motors. Commonly he is found tapping away furiously at a keyboard, or hurtling up the A303 from Devon to attend a car event. He is said to be fond of tea and Hobnobs.

GAVIN BRAITHWAITE-SMITH

DAB DIGITAL RADIO



A journalist for the best part of a decade, Jack has worked on consumer magazines and websites, national newspapers and specialist business and enthusiast titles. He's written about old cars and new cars and has thumbed through more company car benefit-in-kind tax tables than most sane people ever will.

JACK CARFRAE

DAB DIGITAL RADIO



Motoring journalism was the unexpected outcome of a decade spent in a variety of rally cars, in both the left- and right-hand seats. Peter maintains that this arduous habit still enables him to see both sides of a motoring argument, be it about a race car or electric shopping motor.

PETER CRACKNELL

KEYLESS ENTRY AND START



Country dweller Richard got hooked on cars at the 1982 NEC motor show, aged 11. However, he didn't start driving until he was 13, when he began tearing up the fields around a nearby farm, in his school friend's beaten-up Audi. Now, 33 years on, he has a less tatty Audi of his own.

RICHARD DREDGE

ADAPTIVE CRUISE CONTROL



Dating back to the days of hot metal and typewriters, Simon trained on a local weekly rag before realising transport and travel might be more interesting than the machinations of Wapley Parish Council. These days, travel is mostly restricted to school runs with occasional escapes to research his next work of fiction.

SIMON HACKER

DAB DIGITAL RADIO



City life, urban crawls, and the M25 are amongst Victor's pet hates, along with mobile phones and most pop music since Abba. But he's a country music fan, and he often dreams of picking up Willie Nelson or Emmylou Harris, guitar on shoulder, hitching a lift on the A14, in his little red Corvette. Definitely a dreamer...

VICTOR HARMAN

SATELLITE NAVIGATION



Phil has spent 20 years working around cars in one way or another, turning to writing about them after realising he was too poor to race them. He's always looking for the next four-wheeled adventure, so has developed an unhealthy habit of buying undesirable cars from the 80s and 90s to go alongside his old Americana.

PHIL HUFF

ADAPTIVE CRUISE CONTROL



DieselCar AUGUST 2015

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THE SIMPLE IDEAS ARE ALWAYS **THE BEST**

With each generation of new car launched onto the market, brings with it a lengthier list of standard equipment. And while it could be argued that some of the features are simply unnecessary and are just contributing to making cars cost more and weigh heavier than ever before, there's no denying the benefits of some safety technology, particularly when it comes to crashworthiness.

This month I spent a fascinating day with Jaguar Land Rover at their Gaydon proving ground, testing out some of the latest hi-tech thinking that their engineers have cleverly thought up. Some of it may well be off-the-wall and many years down the line, but what was more interesting than the equipment itself, was that many of the ideas have been implemented without the need for any extra expensive gadgetry, with the boffins making use of the existing architecture already present in the car. You can read all about the innovations on page 18, but kit like the automated U-turn system, for instance, utilises the same hardware that is present on cars equipped with an automatic parking system, and apart from some extra software, the smartphone operated remote control car again just makes use of existing self-parking hardware. But it was one of the simplest features that impressed me most – who said that I'm easy to please! – and that was a reminder that you haven't got your mobile phone with you. How many times have you driven up the road, then checked your pockets, only to find that you've left the phone indoors at home? This simple reminder makes use of the Bluetooth system to warn you that the phone isn't with you in the car. For me alone, it will save several trips round the block each year.



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DieselCar & EcoCar

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BRIT-BUILT ASTRA UNCOVERED

Pictures of the seventh generation Astra have been revealed by Vauxhall, 36 years after the first medium-sized hatchback made an appearance. And like all previous incarnations of the Astra, it will be built here in the UK at Vauxhall's Ellesmere Port factory on Merseyside.

The latest Astra will make its public debut at the Frankfurt motor show in September, but Diesel Car got a sneak preview of the car's attributes at an exclusive briefing. Lighter, more fuel efficient, and most importantly cheaper than the model it replaces, Vauxhall is gunning for its deadly rivals, the Ford Focus and Volkswagen Golf. From launch, there will be a choice of two 1.6-litre 'Whisper' CDTi engines developing 109 and 134bhp paired to manual gearboxes, with automatic variants offered from the beginning and mated to the 134bhp 1.6-litre CDTi unit. These engines will be joined by an 82g/km ecoFLEX edition and 158bhp BiTurbo edition in January. At the same time, the cargo-carrying Sports Tourer estate will go on sale, although photographs of that model haven't yet been released. A 99g/km 1.0-litre three-cylinder turbocharged petrol engine is also available from launch, with a robotised manual Easytronic edition with CO_2 emissions of 96g/km offered alongside.

Although instantly recognisable as an Astra, the design has taken some of its styling cues from the 2013 concept car, the Monza, which was created by English designer Mark Adams. The trademark blade on the side links the newcomer to other models in the Vauxhall line-up, while the divided C-pillar was created to give the impression of a floating roof. And while the dimensions on the outside may be smaller, space inside has been maximised, with the latest Astra five centimetres shorter than its predecessor in length, two centimetres less in the wheelbase and 2.6 centimetres lower, but rear seat passengers actually enjoy 3.5 centimetres of extra legroom.

The Astra will become the first Vauxhall







to feature the company's OnStar system. Available 24 hours a day, 365 days a year, the concierge service is always available to help in the event of an accident situation when the airbags have deployed and emergency services are required. There's also the option of on-board WiFi, with the opportunity to connect seven devices all at the same time – handy for keeping the children quiet in the back. A new generation IntelliLink system is offered, too, integrating Apple CarPlay and Android Auto for the first time. Smartphone users can pair their devices and in turn mirroring the display on the central touchscreen.

The model range has been slimmed down to five trim levels compared to its predecessor, with a choice of Design, Tech Line, Energy, SRi and Elite versions. There's also the option of satellite navigation equipped 'Nav' editions of the SRi and Elite models to add further choice. Diesel prices start at £16,995 for the 109bhp Design 1.6 CDTi and rise to £23,520 for the 134bhp Elite Nav 1.6 CDTi automatic. Tax-free petrol editions begin at £15,995 for the 103bhp Design 1.0i Turbo ecoFLEX. The car is comprehensively equipped compared to its predecessor, with all versions featuring a seven-inch touchscreen with DAB digital radio and Bluetooth mobile phone connectivity, air conditioning, LED daytime running lights, electric windows all round and 16-inch alloy wheels. Key optional extras include LED matrix headlights, as previous seen on Audi's A8, autonomous emergency braking, traffic sign recognition, and an automated parking system.

The latest Astra is on sale now and arrives at dealers in October. Further engine options and a more capacious Sports Tourer estate joins the range in January next year, though there's no word yet on a replacement for the sporty three-door edition, the GTC. Vauxhall says that the GTC will be produced for some time, having been launched a while after the rest of the last generation Astra range.



Although instantly recognisable as an Astra, the design has taken some of its styling cues from the 2013 concept car, the Monza, which was created by English designer Mark Adams.

FRESH FLAGSHIP FOR BMW







It's all sevens for BMW right now, with the seventh generation of the 7 Series making its debut, before arriving in UK showrooms in October. In addition to an uprated 261bhp 3.0-litre diesel engine, there's the option of four-wheel-drive for the first time in the UK, as well as downsized 322bhp 2.0-litre plug-in hybrid 740e variants producing 49g/km of CO_2. As before, there's the choice of regular and long-wheelbase editions, with the new car marginally longer than its predecessor. Despite that, the new 7 Series is up to 130 kilograms lighter than before thanks in part to carbon-fibre reinforced plastic utilised in its construction, as well as aluminium and steel. Boot space has been improved to 515 litres – 15 litres more than before – while hybrid editions now feature 420 litres, a best in class figure.

The powerplant in the diesel 730d has been given a power boost of 7bhp to 262bhp, with maximum torque now rated at 457lb ft. CO_2 emissions have reduced to just 124g/km, with 127g/km claimed for long wheelbase editions. This represents a 24g/km improvement, boosting fuel economy on the combined cycle from 50.4 to 60.1mpg. For business users, this results in the benefit-in-kind taxation rate tumbling from 27 to 22 per cent. The efficiency enhancements have been achieved thanks to a weight loss programme, better thermodynamics for the variable geometry turbocharger, and piezo injectors that now operate at a maximum pressure of 2,500 bar. A new transmission control system links the eight-speed automatic gearbox to the satellite navigation for the first time, allowing the system to forecast which gear is required in advance. On sale later than the diesel versions, a 740e plug-in hybrid model joins the range, fitted with a 2.0-litre turbocharged petrol engine that when combined with electric motors produces 322bhp. The result is a vehicle capable of travelling 25 miles on electricity alone, delivering 134.5mpg on the combined cycle when fully recharged, with CO_2 emissions of just 49g/km. A four-wheel-drive 740Le xDrive model will also be available, with 122.8mpg and 53g/km, respectively.

The combination of variable damper control and double-axle self-levelling air suspension contributes to comfort, while a new addition is the Executive Drive Pro feature, which is designed to reduce roll movement at the front and rear axle. Active roll stabilisation is carried out electromechanically this time around, meaning that body roll forces are equalised more quickly when cornering at speed, while in a straight line, the suspension is given greater freedom of movement for additional comfort. An executive lounge seating pack will become available next summer and delivers extra comfort for a rear seat passenger sitting on the opposite side of the vehicle to the driver. The backrest can be reclined up to 42.5 degrees, and the front seat moved further forward, giving extra legroom, with an electrically operated footrest that folds out from the back of the front passenger seat. A removable seven-inch tablet can be utilised to adjust the music, air conditioning, interior lighting and seat adjustment, as well as the ability to be used as a games console or for using the internet.

BMW's trademark iDrive system now features a touchscreen for the first time, with a new gesture control system available as an optional extra. Bluetooth mobile phone connectivity is standard, as you would expect, as is an inductive charging facility that is compatible with a wide range of different mobile phones. Other new technology includes the ability to manoeuvre the car in and out of a parking space without the driver being present in the car. It's the first production car in the world to be able to do this, and is activated using the BMW display key, and then carried out semi-autonomously by the car. Another first is the option of laser headlights in this segment, which can double the range of light compared to the full-LED items that come fitted as standard on all version of the latest 7 Series.

MERC EXPANDS OFF-RANGE RANGE

When Mercedes-Benz launched a smaller brother for the M-Class, the GLK, back in 2008, a decision was taken not to engineer it for right-hand-drive markets. And no doubt the firm has since regretted that move, judging by the soaring demand for rival vehicles like the Audi Q5 and BMW X3. Now, with the second generation medium SUV now revealed, called the GLC-Class this time around, it is ready to do battle with the established set and will arrive in UK showrooms this October. The new GLC joins a family of 'G' models, with the smaller GLA kicking off the SUV line-up, and the recently launched, larger GLE and GLE Coupé sitting atop. The venerable G-Class soldiers on as the stalwart of the range, and later this year, a flagship GLS will be unveiled, to replace the GL-Class, and completing the comprehensive sports utility line-up.

From launch, power comes from a pair of 2.1-litre four-cylinder diesel engines, both mated exclusively to 4Matic all-wheel-drive and the company's new 9G-tronic nine-speed automatic transmission. The 168bhp GLC 220d 4Matic kicks off the line-up, with a 201bhp GLC 250 d 4Matic completing the range. A GLC 350 e 4Matic plug-in hybrid variant will join the line-up later, offering a combined petrol-electric power output of 323bhp, CO_2 emissions of 60g/km, and the ability to travel 21 miles solely on electricity. It's expected that further more powerful units will follow eventually, and the offering of two-wheel-drive variants hasn't been ruled out, with Mercedes-Benz marketeers monitoring the situation closely. Three trim levels are on offer, in SE, Sport and AMG Line guise, with prices starting at £34,950 for the GLC 220 d 4Matic SE, rising to £40,095 for the GLC 250 d 4Matic AMG Line. The new GLC-Class is available to order now, with the first examples reaching dealers in October.







UPGRADES TO KIA CEE'D THIS AUTUMN

A series of updates have been announced for Kia's medium car, the cee'd and pro_cee'd, including a more powerful diesel engine, a suite of visual changes, and a new seven-speed twin-clutch automatic transmission. On sale from October, the latest cee'd gains a wider and more angular front bumper, which sports chrome embellishments around the fog lights and an oval-shaped mesh for the grille. At the rear, there's a reprofiled bumper, and new alloy wheel designs complete the updated look. A new flagship GT Line will be offered for the first time, delivering the sporting appearance of the turbocharged petrol flagship, coupled with more affordable and frugal engines. A host of new technology reaches the cee'd, with blind spot detection, speed limit recognition and a suite of connectivity options provided by TomTom, including live traffic reports and speed camera locations, available for the first time.

Changes to the cabin are designed to give an upmarket look and feel, with extra chrome trim around the air vents, instrument cluster, door handles and temperature control dials, while a new anti-scratch piano black surface is added to the centre console. Greater attention has been paid to noise, vibration and harshness levels, with extra soundproofing for the carpet, ventilation system and dashboard panel, while sound absorbing materials have been added to the engine block, oil pan and diesel particulate filter. Improvements have also been made to way the latest cee'd steers, handles and rides, with the motor-driven steering system now delivering improved on-centre steering feel. A torque vectoring system is introduced to keep understeer in check, while changes have been made to reduce road noise and improve ride comfort by keeping vibrations through the suspension to a minimum on poor surfaces.

All of the engine range now meet the latest Euro-6 emissions regulations, with a 109bhp 1.6-litre CRDi engine featuring a new high-pressure injection system and a continuously controlled variable oil pump to reduce friction losses. CO_2 emissions are 102g/km, or 94g/km when fitted with ISG stop-start technology. The high powered 1.6 CRDi unit has been uprated to 134bhp (up 8bhp) and now produces 210lb ft of torque, with the powerplant able to be paired to a six-speed manual gearbox or Kia's brand-new seven-speed DCT twin-clutch automatic transmission. The facelift cee'd also ushers in a new 1.0-litre three-cylinder turbocharged petrol engine in 98 and 118bhp guises, though fuel economy and CO_2 emissions figures are yet to be revealed.



REJUVINATED XJ REVEALED

Not content with launching the all-new XE and XF this year, Jaguar has announced a series of enhancements to its XJ line-up, too, with an uprated and more efficient 296bhp 3.0-litre diesel engine, together with a suite of exterior changes.

On sale from the autumn, the latest XJ gains a larger, more prominent upright grille, with standard-fit full-LED headlights. They feature J-shaped daytime running lights and are designed to give an appearance of a quad-lamp design at night. At the rear, the LED light clusters have been reprofiled to give a J-shaped light graphic, while the rear bumper has a piano black valance and chrome insert. Inside, the infotainment system has been upgraded substantially with a new interface, incorporating the company's InControl Touch Pro system, satellite navigation and the option of a mighty 26-speaker, 1,300-watt Meridian digital audio system.

The 3.0-litre V6 diesel engine has been substantially upgraded with a more sophisticated common-rail and turbocharging system, increasing power from 271 to 296bhp, with maximum torque now a phenomenal 516lb ft – previously it was 443. There's new eight-hole piezo injectors, and maximum injection pressure has been raised to 2,000 bar, while a more aerodynamically efficient turbocharger features ceramic ball bearing technology, resulting in reduced friction. A switchable coolant pump and dual-stage oil pump is responsible for faster warm-up times, and the exhaust gas recirculation system now has a cooled low-pressure circuit, and is complemented by an effective selective catalyst reduction system, converting harmful nitrogen oxides into inert nitrogen and water. As a result, the engine meets the latest Euro-6 emissions standard, while fuel economy has been improved to 49.6mpg, with CO_2 emissions of 149g/km.

Other technological changes include the adoption of electric power assisted steering for the first time, and the introduction of Jaguar's all-surface progress control, which is designed to enhance traction on low friction surfaces, like snow, ice and wet grass. A self-park system is available for the first time for both bay and parallel parking, as well as 360 degree cameras, making it easier to manoeuvre in tight spots.

For the latest model, the range has been extended to include a flagship long wheelbase Autobiography model and a more dynamic looking XJ R-Sport version, which features 20-inch alloy wheels, a gloss black front grille, sporty side sills and a three-piece front splitter, together with a rear spoiler. Inside, there's sports seats, an R-Sport branded steering wheel and treadplates and a choice of either piano black or carbon fibre trim. Prices start at £58,690 for the standard wheelbase car in Luxury specification, rising to £80,250 for the long wheelbase Autobiography.





MINI GOES MAXI WITH NEW CLUBMAN







The renewal of the MINI range continues with the unveiling of the second generation Clubman, which has just gone on sale at MINI dealers this month, ahead of its arrival at showrooms this autumn. Much more practical than its predecessor thanks to the inclusion of a set of doors on both side of the car this time around, it's also a lot larger, with the length of the Clubman up by a massive 29.2 centimetres. The wheelbase has been extended by 10 centimetres compared to the MINI Hatch five-door, while at the rear, the trademark double doors remain. Boot space has been extended to 360 litres with the seats up (an increase of 100 litres), which can be further extended to 1,250 litres by folding the rear seats down flat.

From launch there's just a single diesel model in Cooper D guise, powered by a 148bhp 2.0-litre engine, and paired to either a six-speed manual or eight-speed automatic transmission. The engine meets the latest Euro-6 emissions regulations with a CO_2 output for both derivatives rated at 109g/km. This translates into a claimed combined fuel economy figure of 68.9mpg.

Built at the company's Oxford factory, prices start at £22,265 for the manual Cooper D, with Bluetooth mobile phone connectivity, satellite navigation and a 6.5-inch touchscreen fitted as standard. Like other MINIs, the car's roof can be painted in a contrasting colour at no extra cost, with a choice of white, black or silver on offer. DC

ALL-NEW X1 MAKES ITS DEBUT

The wraps have come off the latest addition to BMW's comprehensive line-up, the X1, replacing the model of the same name. More than 40,000 examples have hit UK roads since the first generation car's introduction in 2009, but this time around the baby SUV is shorter, taller and wider, offering a chunkier look, together with more space inside and a larger boot.

The new X1 shares its chassis with the 2 Series Active Tourer and therefore entry-level sDrive18d versions feature front-wheel-drive, rather than the traditional BMW layout of power being sent to the rear wheels. A newly developed xDrive all-wheel-drive system has been added to the latest X1 and the car features 50:50 weight distribution for a more dynamic driving experience. New additions to the options list include variable sports steering and dynamic damper control, the latter designed to improve the primary and secondary ride comfort.

A choice of three 2.0-litre diesel engines will be offered from its launch in October, with 148bhp sDrive18d, 187bhp xDrive20d and 228bhp xDrive25d editions available, with CO_2 emissions as low as 109g/km and fuel economy of 68.9mpg on the combined cycle. This represents a 10g/km and 6.1mpg improvement compared to the outgoing car. As before, there's a choice of SE, Sport, xLine and M Sport derivatives, with all models featuring standard-fit satellite navigation with 6.5-inch touchscreen, in common with all BMW models from this September onwards. DC





MERC'S A-CLASS REMIXED



Less than two years on from when the third-generation A-Class went on sale, Mercedes-Benz has unveiled an updated version of the car, designed to add extra comfort, fresh technology and modest changes to the looks.

Available to order shortly, with the first customer deliveries expected at the end of September, the A-Class adopts the latest model naming policy, with the CDI suffix dropped in favour of a simple 'd'. So the new line-up will consist of 107bhp 1.5-litre A 180 d and 134bhp 2.1-litre A 200 d, with the 2.1-litre A 220 d gaining a modest 6bhp power increase, as well as the option of 4Matic all-wheel-drive for the first time. The most economical engine, the entry-level A 180 d, emits just 89g/km of CO_2, equivalent to 80.7mpg, with all engines meeting the latest Euro-6 emissions regulations.

Changes to the exterior include the standardisation of the diamond-effect grille, a front bumper designed to be more arrow-like in its design, as well as the option of full-LED headlights for the first time. At the rear, there's redesigned light clusters, together with exhaust tailpipes that are more neatly integrated into the rear bumper. On the inside, the screen for the infotainment system on Sport and AMG Line models is larger at eight-inches, while new colours and upholstery choices complete the fresher look. From early next year, the A-Class will also boast integration of Apple Car Play and Mirror Link for smartphone users.





Fitted as standard on all but the entry-level SE models with manual gearbox, Dynamic Select allows the set-up of the vehicle to be altered according to the drivers' preferences. A choice of four driving modes – comfort, sport, eco and individual – can be selected, with the parameters of the steering, throttle and automatic transmission able to be altered. When adaptive damping is fitted – an option on AMG Line versions – the suspension characteristics can be adjusted, too. Other technology upgrades include the availability of autonomous emergency braking for the first time, as well as enhancements to the driver drowsiness detection system.

Prices have yet to be revealed, but it is expected that the new diesel line-up will begin at around £22k – a modest increase over the outgoing model. Three trim levels will be offered when it arrives in showrooms in September, in SE, Sport and AMG Line versions, with a special A 220 d and A 220 d 4Matic Motorsport Edition to celebrate the company's successful Mercedes-AMG Petronas Formula One involvement.

STOP PRESS - STOP PRESS - STOP PRESS

ALFA GIULIA REVEALED

Just as we were going to press, Alfa Romeo revealed the first photographs of its new executive saloon, the Giulia. Shown solely in 503bhp Quadrifolgio guise, sporting a 3.0-litre V6 turbocharged petrol engine tweaked by Ferrari engineers, diesel versions are expected to be announced in advance of its public unveiling at the Frankfurt motor show in September.



INFINITI Q30 SPOTTED ON UK ROADS

Ahead of its debut at the Frankfurt motor show in September, the Infiniti Q30 has been spied testing on UK roads. Set to go into production later this year at Nissan's Sunderland plant, and to be produced alongside the Nissan Qashqai, Juke, Note and Leaf, the compact Infiniti is undergoing final shakedown tests at the company's engineering centre in Cranfield, Bedfordshire.



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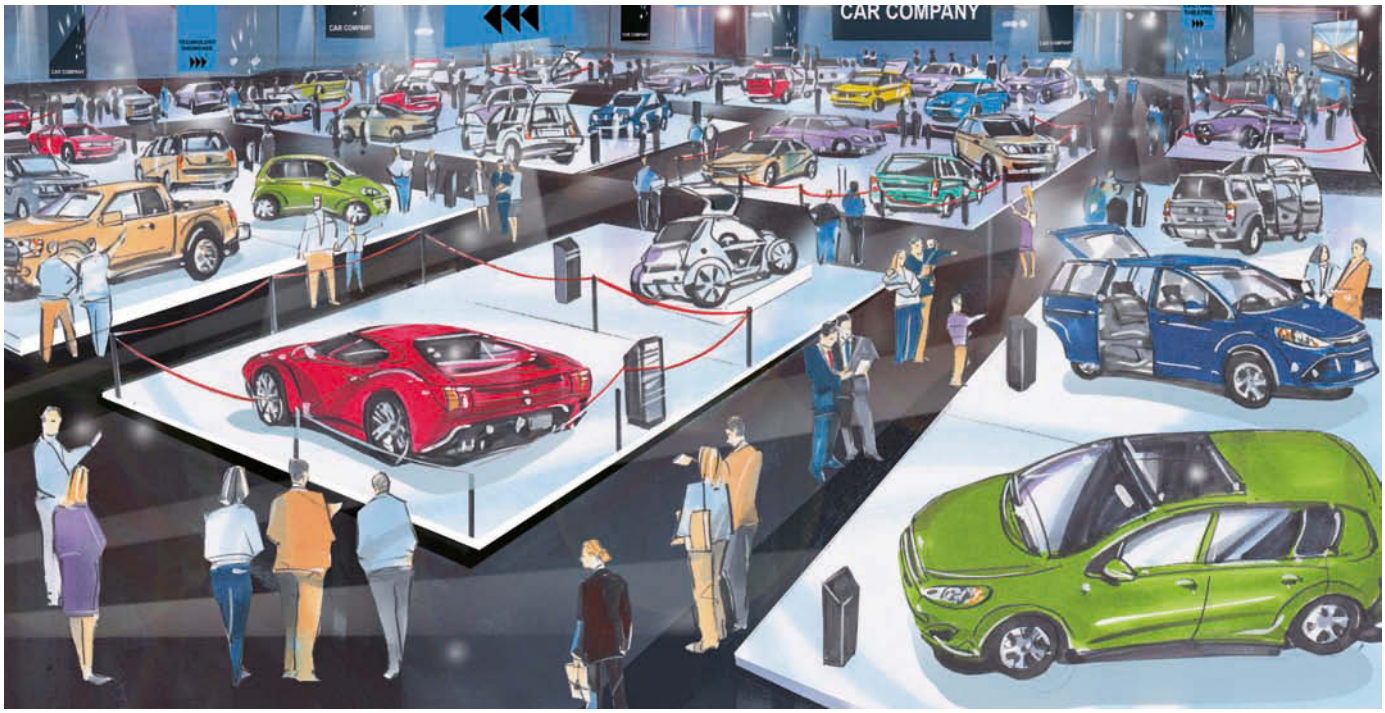
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LONDON MOTOR SHOW – BACK WITH A BANG

Motor shows in Britain have a long history, dating back 119 years. But they ceased in 2008. Now, after a gap of eight years, a new London Motor Show will be staged next year.

It was quite deliberately a jaw-dropping announcement. At an annual dinner of the Guild of Motoring Writers at the RAC Club in London's Pall Mall last December, Prince Michael of Kent stood up to make a speech. What he said next mesmerised his audience of Guild members and motor industry guests. There was to be a new London Motor Show, planned for the summer of 2016, and it would take place in Battersea Park. He would be its patron.

Since that bombshell announcement, more details have slowly emerged. The new show has a date, 5th to 8th May 2016. It has a logo: the silhouette of a sleek coupé atop the word London spelled out in Union Jack colours. It has a ticket price, set modestly at £13 for an adult entry. It has a Thames headquarters for all the planning: aboard HMS President alongside the Victoria Embankment. It has even had an official



AND IN OTHER NON-DIESEL NEWS ...

If the standard **BENTLEY** Flying Spur just isn't dynamic enough for you, a new Beluga specification will be available this autumn, featuring interior and exterior enhancements.



FORD will be returning to the race track in 2016 with the new GT supercar, competing in the LM GTE Pro class, and commemorating 50 years since its 1966 Le Mans victory.



A supercar rivalling Juke-R 2.0 concept was revealed at Goodwood Festival of Speed by **NISSAN**. Borrowing its underpinnings from the GT-R, it develops 592bhp.





Royal launch, with a grand reception at St James's Palace back in late May, hosted by Prince Michael.

In an opening address, HRH spoke warmly of looking forward to the new London Motor Show becoming "A firm fixture in the years ahead." He said that London deserved its own motor show, and asserted that the idea already had strong support. "The United Kingdom boasts a wealth of motoring heritage. Holding a motor show in Central London allows manufacturers from around the world to show off their latest designs and innovations, and to demonstrate that the British motor industry is currently enjoying a period of real progress."

Although still nearly a year away, the show is starting to take shape. The venue is the Evolution centre in the park, near the landmark chimneys of Battersea Power Station and just across the river from Chelsea Embankment. The exhibition space will extend outdoors as well as inside the Evolution buildings, and there will be up to ten cars per stand. The planning includes some on-site test driving, and helicopter links to test tracks for some of the more powerful cars.

Show director Stephen Maitland-Oxley says the show is intended to be "Very family friendly and encompassing at every level. It is going to bring a totally fresh approach to a centrally-based motor show. It will feature cars from major vehicle manufacturers, together with exhibits from automotive companies that showcase the very latest technologies and developments, from hybrid and electric vehicles, to city and driverless cars."

As well as show cars, there will be driving simulators to entertain visitors, and a 'celebrity' element to the show. Although the details have yet to be confirmed, we're being promised the opportunity to meet "leading names in the industry, motoring celebrities for TV and radio and renowned journalists".

Will it be a success? That remains to be seen. As yet there have been no announcements on which car manufacturers will be taking part. But if Geneva, Paris, Frankfurt and Brussels can all sustain motor shows, then surely London, with a population of 8.6 million, ought to manage it too.

Sue Baker DC

THE LONDON MOTOR SHOW

SHOWS ACROSS THE YEARS

Britain's first motor show was held in 1896 in South Kensington, at the Imperial Institute. Initiated by an early car club, it showcased those new-fangled horseless carriages. Then in 1903 the first official British Motor Show, organised by the Society of Motor Manufacturers and Traders, was staged at Crystal Palace. It was in the same year that the speed limit was raised from 14 to a pacey 20mph. Over the years since, Britain's motor show has had a variety of homes: Olympia until 1935, then Earl's Court until 1976, when it then became a bi-annual event until 1999, slotting in between the National Exhibition Centre in Birmingham that was held every other year until 2004, before the motor show moved back to East London at ExCeL in 2006 and 2008, after which it was scuppered by the recession. Goodwood's Moving Motor Show, at the annual Festival of Speed, stepped into the breach in 2010, and has been staged each year since.

A pair of 308 GTi models have been unveiled by **PEUGEOT**. Both featuring a 1.6-litre THP engine, the GTi 250 costs £26,555 while the hotter 270 model is priced at £28,155.



A price of £21,780 has been set for the limited-run Clio **RENAULTSPORT** 220 Trophy. The first cars arrive in August, each individually numbered for greater exclusivity.



Based on the recently revealed Transporter T6, **VOLKSWAGEN** has announced the California, which is still the only factory-built camper van on the market.



JAMES BOND: EAT YOUR HEART OUT

REMOTE CONTROL RANGE ROVER



Imagine the scenario. You dash to the shops and you come back to find that an inconsiderate driver has parked so close to your car that you can't open the driver's door. And no matter how much you try, you can't squeeze your frame through the tiny gap that has been left between the two cars. It will mean that you'll have to wait patiently until the other driver returns, but what if you could reverse the car out using remote control – how cool would that be?

Well the boffins at Jaguar Land Rover are working on exactly this scenario, and a solution is already in the advanced stages of being tested. It works courtesy of a smartphone app and a small box of software trickery located behind the right ear of a rear seat passenger, and makes use of existing technology already found in a Range Rover Sport equipped with an automated parking system. As such, when the technology does get installed on a production car, it 'shouldn't' cost a fortune.



We sat as passenger in a specially converted Range Rover Sport to test out the technology, with the driver's seat eerily empty. The smartphone app allows control of the steering, gear shift, accelerator and brakes and operates up to a maximum speed of 4mph. The remote control function only works if the operator is within ten metres of the car and if the smart key can be detected. The system automatically stops if the smartphone goes out of range, and the car will automatically stop, with full brakes and no throttle, if there is no physical contact with the smartphone screen, for instance if it has been dropped.

Other scenarios that this system could become useful in, is if your garage is particularly tight, and want to reverse the car out without having to squeeze inside, or if you have a gate on your driveway, where you can avoid getting in and out of the car by moving it forward using the smartphone app, closing the gate again behind you. There's even the option to use it in an off-road situation, where you might want to get out of the vehicle to survey the way ahead, avoiding damage to the car on rocks and low walls. Remote control operation will allow the driver to walk all around the vehicle, making sure that there is sufficient clearance for tackling tricky terrain. The smartphone app also allows the switching from high to low range when the going gets exceptionally tough.

U-TURNS

Cars are now capable of parking themselves semi-autonomously in parking spaces and bays, so taking those thoughts a little bit further, it should be able to complete a 180 degree turn. And that's exactly what the engineers at Jaguar Land Rover have come up with, with a test Range

In a break from tradition, Jaguar Land Rover has opened its doors to its top-secret test centre to a select few journalists to give a glimpse of some of the future technology that will be featuring on its cars. Ian Robertson was there to sample the innovations.



Rover Sport that can complete a multi-point turn in the road. It would be particularly useful in tight spots, dead-end roads and congested car parks, taking the effort out of manouevring. It works by using the same sensors that are utilised for the automated parking system, continuously assessing the available space and sensing other vehicles, objects and even pedestrians. The automated system takes over gear selection, throttle, steering and braking, and completes the turn in as few manoeuvres as possible.

The system is in the early stages of development, and the autonomous part of the operation would have several legal hurdles to get over before being put into production. The research team are currently developing a system that scans the available space in advance to inform the driver whether it is possible to perform the manoeuvre, with a simple 'yes' or 'no' confirmation from the driver to get the system working. If the driver touches the brake or grabs the steering wheel, then the failsafe mechanism cuts in, aborting the manoeuvre.

GOOD VIBRATIONS

The technology is already present to vibrate the seat or steering wheel if we wander out of our lane, and the engineers at Jaguar Land Rover are planning to use similar technology with the accelerator pedal, sending a vibration or pulse through it. It can be used to warn of a variety of different scenarios, including imminent danger, a notification that the driver is speeding, or even to alert the driver that they can come off the throttle to make use of the coasting functionality.



DOCTOR DOCTOR!

A sensor mounted in the back of the driver's seat can monitor the driver's heartbeat and breathing, bringing the car to a safe stop in the event that the driver becomes unwell. It utilises the technology associated with the autonomous emergency braking system and could help prevent a potentially life threatening accident in the event that the driver passes out. It could even monitor stress levels, and alter the mood lighting, audio settings and climate control to calm the driver down.



MIND READING

Engineers have mounted a series of sensors on the steering wheel to see if brainwaves can be read through the steering wheel. The system would then monitor how alert you are while driving, and if it detects that your concentration has dropped, it can send vibrations through the steering wheel or pedals to focus your mind. If there is no reaction, then further measures, including bringing the car to a complete stop, could be deployed.



THE LEARNING CAR

Over a series of days and weeks, the learning car can get to know your driving habits, including the radio station that you like to listen to, or whether you like the massage function for the seats switched on. It can learn multiple drivers, husband and wife, for instance, and one of the parameters that decides which person is driving is by sensing which mobile phone is connected to the car. It could, for example, learn that you always listen to Radio One on your journey to work, but prefer Radio Two on the way home, and will even remind you if you've left your mobile phone indoors.



PREDICTIVE TOUCHSCREEN

As great as touchscreens are in cars, there's the constant pain of dirty fingerprints. No matter how hard you try, you can't seem to remove them all, and so Jaguar Land Rover's predictive touchscreen is going to revolutionise people's lives. Sensors predict where on the screen that you are wanting to touch and selects the button automatically. It can even work on rough roads, where current touchscreens can be a bit hit and miss.



POTHOLE PITFALLS

With the country emerging from the worst recession for decades, it's inevitable that the roads are going to be suffering as a result of a lack of maintenance. Jaguar Land Rover's prototype system is installed on a Range Rover Evoque and constantly monitors the road underneath the car, identifying and reporting any serious imperfections in the road to avoid other vehicles experiencing damage, and helping local authorities to prioritise repairs. Sharing the information via the cloud could alert following cars, slowing them down to avoid the danger, or potentially adjusting the car's set-up so that it reduces the impact and smoothing the ride. It works in association with MagneRide, available as an optional extra on Range Rover Evoque and Discovery Sport models, utilising the same sensors to profile the surface beneath the wheels.



MOTORING MORSELS

The **ASSOCIATION OF BRITISH INSURERS** has announced that the insurance group rating system for light commercial vehicles will increase from 20 to 30 groups from 2016.

AUDI and the **RAC** have set a new **GUINNESS WORLD RECORD** with an A6 TDI ultra that visited 14 countries on a single tank of fuel. Averaging 75.9mpg, it covered 1158.9 miles.

According to online marketplace **AUTO TRADER**, the fastest selling cars during May were 2013 **MERCEDES-BENZ** C-Class saloons, taking, on average, just 16 days to sell.

The **COVENTRY TRANSPORT MUSEUM** has re-opened after a £9.5 million redevelopment. It has the largest publicly owned collection of British cars in the world and is free to visit.

A new **LAND ROVER** Heritage Driving Experience has opened in Fen End, West Midlands. Customers can take a Series I Landie, through to a classic **RANGE ROVER**, on- and off-road.

The two-millionth **LAND ROVER** Defender has been built, with celebrity Bear Grylls joining a special team to assemble it. The landmark car will be auctioned off for charity.

LEEDS MAGISTRATES COURT has convicted the first person for middle lane hogging at 60mph on the M62 motorway, fining the driver £940 and adding five points to his licence.

A survey by car supermarket **MOTORPOINT** found that 53.1 per cent of people asked were against the idea of scrapping the paper-based counterpart driving licence.

NISSAN is installing a new 5,200 tonne press at its Sunderland plant. The new press line and panel storage area is 6,780m² in size and is part of a £37 million investment.

PSA PEUGEOT-CITROËN has signed a deal to build a new factory in Morocco. Located in the commune of Ameur Seflia in Kenitra province, it will build 90,000 cars from 2019.

The **RANGE ROVER** celebrated its 45th birthday on 17th June 2015. Now in its fourth generation, a diesel version of the vehicle didn't actually go on sale until 1985, 30 years ago.

The **TVR** name will be back in business with an all-new sports car, to be designed and engineered in collaboration with **COSWORTH** and design legend Gordon Murray.

You can read more about some of these stories at WWW.DIESELCARMAGAZINE.CO.UK

Like us on Facebook at www.facebook.com/DieselCar to get the latest news and follow us on Twitter @DieselCarOnline

FUEL PRICES

With the cost of diesel making up a significant part of a car's running costs, Diesel Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles.

GLASGOW	GULF	117.9	0.2p	YORK	ASDA	117.7	NO CHANGE
NEWCASTLE UPON TYNE	BP	117.9	NO CHANGE	LINCOLN	ASDA	117.7	NO CHANGE
BELFAST	TESCO	116.9	2p	MILTON KEYNES	ASDA	118.7	NO CHANGE
MANCHESTER	SAINSBURY'S	115.9	1p	LONDON (WEST END)	ESSO	115.9	0.2p
BIRMINGHAM	BP	116.9	NO CHANGE	NORWICH	ESSO	117.9	NO CHANGE
CARDIFF	ESSO	116.9	1p	SOUTHEND-ON-SEA	GULF	116.9	NO CHANGE
SWINDON	ASDA	118.7	1p	DOVER	TESCO	120.9	1p
PLYMOUTH	BP	117.9	1p	PORTSMOUTH	ASDA	117.7	NO CHANGE

PRICES CORRECT AS AT 21ST JUNE 2015



A month in the world of motoring

1ST JUNE 2015

A trip to the local Chinese take-away riding solo brought back memories of the handy curry hook, found in the Nissan Almera. And while most other aspects of that car were instantly forgettable, that useful piece of equipment will go down in history. It's a feature that should really have kicked off a trend, but actually didn't. Collecting a Chinese take-away on my own meant that I was in a quandary as to how to carry it safely home. Place it on the seat and there's a risk that sweet and sour sauce could leak out and stain the upholstery, or a careless manoeuvre by another motorist and a dab of the brakes could send special chow mein flying through the air. Place it in the footwell and there's a dreadful risk that lids will work loose, leaving a sticky mess on the carpet. Thankfully all of these scenarios were averted by opening the glovebox and looping the handle of the carrier bag around the catch, and closing it tightly. Hey presto, you've now got a hanging bag of takeaway that will sway in unison with the car, keeping the lids on tight. It worked nicely on our Toyota Aygo test car, and it's something I'll be looking out for in future cars, judging them on my newly created take-away test. But this is just one way of making sure that your prawn balls and egg fried rice gets home in one piece – how do you carry yours? I'd be very interesting in hearing at the usual address: ian.robertson@dieselcarmagazine.co.uk.



8TH JUNE 2015

Managed to grab a few days away in Spain to recharge my batteries after a busy few weeks. When booking our transport many months ahead, it was just the two of us, but a couple of late additions made me question whether the cheapest car on the list, group A in rental speak, would fit the bill. My worst fears became reality when I was handed the keys to a Fiat 500. I had visions of doing two trips, or perhaps even strapping a passenger to the roof, but surprisingly the little Fiat swallowed three generously sized hand luggage cases in the boot, just leaving one to be carried inside.



And far from having my knees closely located around my ears, all four of us actually fitted in quite nicely, albeit on the snug side. Admittedly the 68bhp 1.2-litre petrol engine had to be worked hard to make decent progress, especially on some of the steep hills, but cruising along at a moderate speed it actually made a decent companion. And far from being kitted out in Barney Rubble poverty specification, our metallic grey 500 was presented in upmarket Lounge trim. Dogtooth upholstery, alloy wheels, air conditioning and electric windows were all present and correct, making the three days in an Avis rental car quite bearable.

15TH JUNE 2015

A Monday morning dash to Heathrow airport for a 10.55am flight to drive the new Mazda CX-3 sounded like a walk in the park, except that in order to get to said airfield, I have to navigate around the dreaded M25. What is a 66-mile trip door-to-door can be completed in about an hour if the traffic is kind, but that certainly wasn't the case this time around. To be on the safe side, I had left myself three and half hours until departure time, thinking this was plenty of time to get there, park the car, grab a drink, and relax in the lounge. Except it wasn't, not this time. Frustratingly I got there with 25 minutes left to go, but the airline refused to let me on board, forcing me to reschedule to a later flight. Grrrrrrrrrrrrr. What was even more annoying was the fact that there weren't any accidents, breakdowns or incidents en route, it was merely the sheer weight of traffic. Whoever designed the road network so that three major motorways (M3, M4 and M40) converge with the M25 over the course of a few miles must surely have been taking some kind of illegal substance at the time. It has got so bad lately that I don't actually remember travelling along that section of the M25 without the traffic crawling along or worse, being at a standstill.



8 YEARS AGO...

The cover of the August 2007 displays proof of the brief dalliance to the name What Diesel Car? and announces news of Alfa Romeo's first diesel sports car, the Spider 2.4 JTDM. Elsewhere, there was the first test of the facelifted BMW 1 Series, where John Kendall declared it "a thoroughly well-engineered car". Volvo's XC70 D5 was put through its paces, too, with our testers remarking "with a near vertical tailgate, it means the Volvo will swallow large washing-machine shaped objects with the rear seats still in use". Citroën's C1 1.4 HDi met the Fiat Panda 1.3 MultiJet in a two-way fight, with the baby C1 declared the winner thanks to "greater safety, fuel economy and charm". Other tests included the Chevrolet Captiva, Dodge Nitro and Jaguar XJ, while Volvo's updated V50 D5 received mild criticism for being "more a style carrier than a load-lugger".

MARKETPLACE

Alteratively fuelled vehicles continue to be the star act during 2015, with a four-fold sales increase compared to the same period a year ago. 11,842 vehicles have been registered so far this year, compared to just 2,838 in 2014. The Mitsubishi Outlander PHEV occupies top spot once again as the best-selling plug-in hybrid car, with the Toyota Auris grabbing the top spot for top-selling regular hybrid. The electric Nissan Leaf is still winning over more customers than any of its rivals, with figures up by more than 72 per cent compared to last year.

Diesel and petrol registrations were almost neck-and-neck during May, with the former grabbing 48.9 per cent of the market, and petrol power at 48.6 per cent, with alternative fuels accounting for 2.5 per cent.

Volkswagen's Golf reclaimed the crown of best selling diesel car during May, though the Nissan Qashqai holds the position of best selling diesel car during 2015. In the overall year-to-date figures, the Vauxhall Astra and Volkswagen Polo are jockeying for position, with just 15 registrations between them. It will be interesting to see what the state of play is, once the halfway point is reached next month. What is clear already is that Ford's Fiesta is putting up a strong fight to ensure that it retains its title of best-selling car. So far this year, the Fiesta has outsold its nearest rival, the Vauxhall Corsa, by more than 46 per cent, despite being in its twilight years.

BEST SELLERS

	MAY 2015		YEAR-TO-DATE	
1	Ford Fiesta	9,349	Ford Fiesta	59,447
2	Ford Focus	7,355	Vauxhall Corsa	40,564
3	Vauxhall Corsa	6,513	Ford Focus	35,989
4	Volkswagen Golf	5,897	Volkswagen Golf	30,686
5	Vauxhall Astra	4,916	Nissan Qashqai	27,361
6	MINI Hatch	4,095	Vauxhall Astra	23,538
7	Volkswagen Polo	4,028	Volkswagen Polo	23,523
8	Audi A3	3,999	Audi A3	22,338
9	Nissan Qashqai	3,978	Mercedes-Benz C-Class	20,726
10	Nissan Juke	3,897	Fiat 500	18,449

DIESEL BEST SELLERS

	MAY 2015		YEAR-TO-DATE	
1	Volkswagen Golf	3,492	Nissan Qashqai	18,131
2	Ford Focus	3,120	Volkswagen Golf	17,629
3	Nissan Qashqai	2,746	Ford Focus	16,705
4	Vauxhall Insignia	2,678	Mercedes-Benz C-Class	15,736
5	Mercedes-Benz C-Class	2,547	Vauxhall Insignia	13,550
6	BMW 3 Series	2,352	Audi A3	12,787
7	Audi A3	2,245	Ford Kuga	11,900
8	Ford Kuga	1,922	BMW 3 Series	11,763
9	Mercedes-Benz A-Class	1,887	Mercedes-Benz E-Class	10,364
10	Mercedes-Benz E-Class	1,725	Mercedes-Benz A-Class	10,159

BEST SELLING CAR MAKERS

		MAY 2015	MARKET SHARE%		YEAR-TO-DATE	MARKET SHARE%
1	Ford	24,273	12.22%	Ford	144,095	12.88%
2	Vauxhall	20,698	10.42%	Vauxhall	112,412	10.05%
3	Volkswagen	17,316	8.71%	Volkswagen	96,394	8.61%
4	Audi	13,802	6.95%	Audi	71,985	6.43%
5	BMW	12,206	6.14%	Nissan	67,652	6.05%
6	Nissan	11,561	5.82%	BMW	63,121	5.64%
7	Mercedes-Benz	11,355	5.71%	Mercedes-Benz	61,748	5.52%
8	Toyota	7,300	3.67%	Peugeot	47,333	4.23%
9	Hyundai	7,045	3.55%	Toyota	44,144	3.94%
10	Peugeot	6,922	3.48%	Hyundai	38,539	3.44%

NEW CAR REGISTRATION BREAKDOWN

			MAY 2015	M.SHARE %		YEAR-TO-DATE	M.SHARE %
Diesel sales			97,084	48.90%		541,351	48.40%
Petrol sales			96,597	48.60%		546,898	48.90%
Electric sales	Pure electric	624	5,025	2.50%	3,772	30,823	2.80%
	Plug-in hybrid	1,248			8,147		
	Diesel hybrid	421			1,832		
	Petrol hybrid	2,732			17,071		
Total sales			198,706	-		1,119,072	-

REGISTRATION WINNERS

		REGISTRATIONS – MAY 2015	REGISTRATIONS – MAY 2014	INCREASE %
1	Jeep	1,109	357	210.64%
2	Infiniti	98	43	127.91%
3	smart	705	403	74.94%
4	MINI	5,239	3,184	64.54%
5	SsangYong	189	125	51.20%
6	Mitsubishi	1,608	1,082	48.61%
7	Porsche	1,136	820	38.54%
8	Jaguar	1,579	1,351	16.88%
9	Renault	5,453	4,677	16.59%
10	Lexus	959	824	16.38%

REGISTRATION LOSERS

		REGISTRATIONS – MAY 2015	REGISTRATIONS – MAY 2014	DECREASE %
1	Chevrolet	1	90	-98.89%
2	Chrysler	4	128	-96.88%
3	Peugeot	6,922	8,066	-14.18%
4	Fiat	4,370	4,865	-10.17%
5	Volkswagen	17,316	19,151	-9.58%
6	Dacia	2,046	2,245	-8.86%
7	Subaru	249	271	-8.12%
8	Skoda	5,914	6,339	-6.70%
9	Vauxhall	20,698	21,961	-5.75%
10	Honda	3,624	3,809	-4.86%



Data supplied by:

SMMT DRIVING THE MOTOR INDUSTRY

IN THE PIPELINE

BMW 2 SERIES GRAN TOURER



Alfa Romeo Large Car	New model	2016
Alfa Romeo Crossover	New model	2016
Audi A1 1.0 TFSI	New derivative	Summer 2015
Audi A4	New model	Winter 2015
Audi A4 Avant	New bodystyle	2016
Audi A4 Allroad	New derivative	2016
Audi A5 Coupé	New model	2016
Audi A5 Convertible	New model	2016
Audi Q1	New model	2016
Audi Q5	New model	2016
Audi Q7	New model	August 2015
Audi Q7 3.0 TDI (215bhp)	New derivative	Autumn 2015
Audi Q7 e-tron quattro plug-in hybrid	New derivative	2015
Audi SQ7	New engine	2016
BMW 2 Series Gran Tourer	New model	September 2015
BMW 3 Series	Facelift	July 2015
BMW 330e Plug-In Hybrid	New derivative	2016
BMW 5 Series	New model	2016
BMW 5 Series Touring	New derivative	2016
BMW 7 Series	New model	October 2015
BMW X1	New model	October 2015
BMW X5 xDrive40e	New derivative	Autumn 2015
BMW X7	New model	2016
Citroën C3 Picasso	New model	Autumn 2015
Citroën Berlingo Multispace	Facelift	July 2015
DS 3	Facelift	Spring 2016
DS 4	Facelift	Autumn 2015
DS 5	Facelift	July 2015
DS 5 BlueHDi 120 Automatic	New derivative	Winter 2015
Fiat 500	New model	2016
Fiat 500X 1.3 MultiJet	New engine	September 2015
Fiat 500X 2.0 MultiJet	New engine	September 2015
Ford Ka	New model	2016
Ford Fiesta	New model	2017
Ford EcoSport	Facelift	October 2015
Ford Focus Zetec S Red/Black	New derivative	Summer 2015
Ford Focus ST Diesel PowerShift	New derivative	2016
Ford C-MAX	Facelift	Summer 2015
Ford C-MAX 1.5 TDCi PowerShift	New derivative	September 2015
Ford Kuga	Facelift	2016
Ford Kuga Vignale	New derivative	2016
Ford Mondeo 1.5 TDCi	New engine	Summer 2015
Ford Mondeo 4x4	New derivative	Summer 2015
Ford Mondeo 2.0 TDCi Twin Turbo	New engine	Summer 2015
Ford Vignale Mondeo	New derivative	July 2015
Ford S-MAX	New model	Summer 2015
Ford Vignale S-MAX	New derivative	2016
Ford Galaxy	New model	August 2015
Ford Edge	New model	Winter 2015
Ford Ranger	Facelift	Autumn 2015
Honda HR-V	New model	September 2015
Hyundai ix20	Facelift	Summer 2015
Hyundai Tucson	New model	Summer 2015
Infiniti Q30	New model	2015
Infiniti QX30	New model	2016
Infiniti Q60	New model	2016
Jaguar XE Sportbrake	New bodystyle	2016
Jaguar XE 2.0d TwinTurbo	New engine	2016
Jaguar XF	New model	Autumn 2015
Jaguar XJ	Facelift	Autumn 2015
Jaguar F-Pace	New model	2016
Jeep Renegade Trailhawk	New derivative	July 2015
Jeep Medium SUV	New model	Summer 2017
Jeep Cherokee 2.2 MultiJet	New engine	July 2015
Jeep Grand Cherokee	Facelift	Autumn 2016
Kia Picanto	New engines	Autumn 2015
Kia cee'd	Facelift	Autumn 2015
Kia cee'd GT Line	New derivative	Autumn 2015
Kia pro_cee'd	Facelift	Autumn 2015
Kia Optima	New model	Winter 2015
Kia Optima Sportswagon	New bodystyle	2016
Kia Sportage	New model	Spring 2016
Land Rover Defender Heritage	New derivative	August 2015
Land Rover Defender Adventure	New derivative	August 2015
Land Rover Defender	New model	2018
Land Rover Discovery Sport TD4	New engines	September 2015
Land Rover Discovery	New model	2016
Lexus RX	New model	Winter 2015
Maserati Levante	New model	Autumn 2015
Mercedes-Benz A-Class	Facelift	September 2015
Mercedes-Benz CLA SB 4MATIC	New derivative	Autumn 2015
Mercedes-Benz C-Class Coupé	New bodystyle	Winter 2015
Mercedes-Benz C-Class Convertible	New bodystyle	Winter 2015
Mercedes-Benz E-Class	New model	2016
Mercedes-Benz GLC-Class	New model	October 2015
Mercedes-Benz GLE-Class	Facelift	September 2015
Mercedes-Benz GLE-Class Coupé	New model	Summer 2015
Mercedes-Benz V-Class	New model	July 2015
MINI Clubman	New model	Autumn 2015
MINI Convertible	New model	Winter 2015
MINI Countryman Park Lane	New derivative	Summer 2015
MINI Countryman	New model	2016
Mitsubishi ASX	New model	2016
Mitsubishi Outlander	Facelift	Autumn 2015
Mitsubishi L200	New model	Summer 2015
Nissan Micra	New model	2016
Nissan e-NV200 7 seat	New derivative	Summer 2015

LAND ROVER DEFENDER HERITAGE EDITION



If you've made your mind up that you want to treat yourself to a new car, then check out these pages to see what's coming soon. Here we highlight all of the upcoming new models that the dealers don't want you to know about, as they would prefer to shift the soon to be obsolete metal languishing in their showrooms. Don't be surprised if the salesman pretends not to know anything about them, but rest assured, our information is rock solid and has been gleaned from those in the know and company insiders. You won't find a more comprehensive guide to the diesel, sub-100g/km and alternative fuel market in the business.

SUBARU LEVORG



D Nissan Navara	New model	2015
D Peugeot 208 BlueHDi 75 Stop/Start	New derivative	September 2015
D Peugeot 2008	Facelift	2016
D Peugeot B-Sector MPV	New model	Autumn 2016
PE Porsche Macan S e-Hybrid	New derivative	2015
D Porsche Panamera	New model	2016
D Range Rover Evoque	Facelift	September 2015
D Range Rover Evoque Convertible	New bodystyle	2016
D Range Rover SVAutobiography	New derivative	Summer 2015
D Renault Megane	New model	Spring 2016
D Renault Kadjar	New model	September 2015
D Renault Scenic	New model	2016
D Renault Grand Scenic	New bodystyle	2016
D Renault Large SUV	New model	2017
D SEAT Ibiza	Facelift	September 2015
D SEAT Ibiza	New model	2017
D SEAT Medium SUV	New model	2016
D SEAT Alhambra	Facelift	September 2015
D Skoda Fabia GreenLine	New derivative	Autumn 2015
D Skoda Fabia Monte Carlo	New derivative	Summer 2015
D Skoda Superb	New model	September 2015
D Skoda Superb Estate	New bodystyle	September 2015
D Skoda Superb GreenLine	New derivative	2016
D Skoda Superb Scout	New derivative	2016
D Skoda Large SUV	New model	2016
P smart fortwo cabrio	New bodystyle	Spring 2016
E smart fortwo electric drive	New derivative	2016
D SsangYong Tivoli	New model	August 2015
D Subaru Levorg	New model	Autumn 2015
P Suzuki City Car	New model	2016
P Suzuki Swift	New model	2017
D Suzuki Medium Car	New model	Spring 2016
E Tesla Model X	New model	Autumn 2015
D Toyota Auris	Facelift	Summer 2015
PE Toyota Prius	New model	Winter 2015
H Toyota Mirai	New model	Summer 2015
D Toyota RAV4	Facelift	December 2015
PE Toyota RAV4 Hybrid	New derivative	Spring 2016
D Toyota Land Cruiser 2.8 D-4D	New engine	August 2015
D Toyota Hilux	New model	2015
D Vauxhall Meriva	New model	2016
D Vauxhall Astra	New model	October 2015
D Vauxhall Astra 1.6 CDTi ecoFLEX	New engine	January 2016
D Vauxhall Astra 1.6 CDTi BiTurbo	New engine	January 2016
D Vauxhall Astra Sports Tourer	New bodystyle	January 2016
D Vauxhall Zafira	New model	2016
D Vauxhall Insignia	New model	2016
D Vauxhall Mokka	Facelift	2016
P Volkswagen Golf BlueMotion 1.0 TSI	New engine	September 2015
D Volkswagen Golf Alltrack	New model	Summer 2015
P Volkswagen Golf SV BlueMotion 1.0 TSI	New engine	September 2015
D Volkswagen Passat BlueMotion	New derivative	August 2015
PE Volkswagen Passat GTE	New derivative	January 2016
D Volkswagen Passat Alltrack	New derivative	October 2015
D Volkswagen CC	New model	2016
D Volkswagen Touran	New model	November 2015
D Volkswagen Sharan	Facelift	October 2015
D Volkswagen Tiguan	New model	2015
D Volvo S60	New model	2017
D Volvo S90	New model	2016
D Volvo V40	Facelift	2016
D Volvo V40 Cross Country	Facelift	2016
D Volvo V60	New model	2017
D Volvo V90	New model	2016
D Volvo V90 Cross Country	New model	2016
D Volvo XC40	New model	2018
D Volvo XC60	New model	2017

TOYOTA MIRAI



RUMOUR MILL

JEEP
The Cherokee gains a more powerful 2.2-litre diesel engine shortly, with a choice of 182 or 197bhp power outputs. The more powerful unit is reserved for Limited specification, while the 182bhp edition is available in Longitude and Longitude Plus editions. It goes on sale soon.

TOYOTA
The facelifted Auris, due in showrooms shortly, will be offered with a choice of 89bhp 1.4-litre D-4D and 110bhp 1.6 D-4D engines, paired to Business Edition, Design, Icon and Excel trim levels. There will be the option of five-door hatchback or Touring Sports estate.

TOYOTA
The Auris Hybrid range is set to be widened, with five different trim levels. Active, Business Edition, Design, Icon and Excel versions will be offered this time around, with the choice of five-door hatchback or more practical load-lugging Touring Sports editions, both built at Toyota's Derby plant.

EURO 6 WATCH

71%

Percentage of models listed in our data files that meet the latest Euro-6 emissions regulations

WHAT'S NEW

FORD

With Ford steadily reinvigorating its line-up with a range of new Euro-6 compliant 1.5-litre TDCi engines to replace the outgoing 1.6-litre units, the Tourneo Connect is the last model to adopt the new powerplant. Both five-seat and seven-seat Grand editions adopt the new Dagenham, Essex-built engines, with fuel economy now boosted to 65.7mpg and CO_2 emissions of 111g/km – previously 61.4mpg and 120g/km respectively. In addition, traffic sign recognition, a lane keeping aid, blind spot recognition, automatic high beam for the headlights and Ford's Sync 2 connectivity system is introduced, along with the innovative MyKey technology that can make driving safer for younger drivers by inhibiting features like the audio system without a seat belt being worn, and imposing speed restrictions. Uniquely for this class of vehicle, the Tourneo Connect features a five-star EuroNCAP crash test safety rating. As before, there's a choice of three trim levels – Style, Zetec and Titanium – as well as a pair of 1.5-litre TDCi engines in 99 and 118bhp power outputs. Prices start at £15,145 for the entry-level five-seat Style model and rise to £21,395 for the Grand Tourneo Connect Titanium equipped with the more powerful 118bhp 1.5-litre TDCi engine. The revised range is available to order now, with the first examples in showrooms shortly.





MERCEDES-BENZ

For the 2016 model year, the Mercedes-Benz SLK adopts a revised Euro-6 compliant engine, together with a new nine-speed automatic transmission. At the same, the car gains the company's revised badging, with the new car known as the SLK 250 d, and is offered in a choice of standard or AMG Sport trim levels. Prices are actually £130 cheaper than before, to take into account the reduction in vehicle excise duty payable on the new models, thanks to lower CO_2 emissions of just 114g/km. This represents a reduction of 18g/km and results in an improvement of 14.1mpg, with the official combined fuel economy figure now quoted as 70.6mpg. Power and torque figures remain the same as before at 201bhp and 369lb ft, respectively, but the top speed improves by 1mph to 152mph, while the acceleration to 62mph figure is now 0.1 of a second faster at 6.6 seconds. New standard equipment includes LED daytime running lights with a 'rod' design, and there's the option of a pair of new colours. The SLK 250d is priced at £33,020 with the AMG Sport version costing £4k more at £37,020. Both versions are available to order now.

SEAT

The Toledo line-up has been given an overhaul with the availability of three new trim levels – SE, Style and Style Advanced. Prices start at £17,215 for the four-model diesel range, with the flagship Style Advanced 1.6 TDI model costing £19,590. All models meet the latest Euro-6 emissions regulations and feature air conditioning, rear parking sensors, a five-inch touchscreen infotainment system, Bluetooth mobile phone connectivity, electric windows all round and a driver drowsiness detection system. Style models add 16-inch alloy wheels, cruise control, satellite navigation, DAB digital radio, climate control, electric and heated mirrors, rear privacy glass and front fog lights for a price premium of just £1,420. The top-of-the-range Style Advanced model is better equipped still, with 17-inch alloy wheels, LED rear light clusters, keyless entry and start, front and rear parking sensors, piano black dashboard appliqués and half leather and Alcantara upholstery. The new Toledo hatchback range is available to order now.



SEE ALL OF THESE NEW MODELS IN OUR UP-TO-DATE

SEAT

Fresh from its unveiling at the Geneva motor show in March, SEAT has revealed prices for the updated seven-seat MPV. The slimmed down, eight-model line-up begins with S specification and the 148bhp 2.0-litre TDI engine, and is priced at £26,775, representing a £1,145 price increase compared to the outgoing model. A six-speed DSG twin-clutch automatic transmission costs an additional £1,300, and there's a choice of plusher SE or SE Lux versions, too, the latter also offered with a more powerful 181bhp 2.0-litre TDI powerplant. CO_2 emissions have been reduced as low as 130g/km on the entry-level model, and all versions feature selective catalyst reduction and meet the latest Euro-6 emissions regulations. The revised Alhambra range is available to order now, with the first examples arriving in showrooms in the autumn. You can read all about our first impressions of the car in the next issue.



SKODA

Following the unveiling of the first photographs of the Superb Estate last month, Skoda has now announced pricing for its gargantuan load lugger. And as predicted in last month's news story, there's a price premium of £1,200 compared to the Superb hatchback, with the cheapest S 1.6-litre TDI variant costing £21,240 and the most expensive Laurin & Klement 2.0 TDI 4x4 automatic edition priced at £35,040. The estate line-up mirrors that of the hatchback, so that means a choice of 23 different versions, three powerplants and five trim levels – S, SE, SE Business, SE L Executive and Laurin & Klement. There's also the option of four-wheel-drive on certain 2.0-litre models, and CO_2 emissions are as low as 105g/km on 1.6-litre DSG twin-clutch automatic transmission variants. All models come nicely kitted out with 16-inch alloy wheels, DAB digital radio, Bluetooth mobile phone connectivity, front fog lights, LED rear lights, a leather multi-function steering wheel and a suite of safety equipment, including autonomous emergency braking and pedestrian detection. The latest Superb Estate is available to order now, with the first cars arriving in showrooms in September alongside the hatchback edition.



PRIC£ CHANG£S

DS AUTOMOBILES

In a realignment of the DS 3 model range, the flagship Ultra Prestige model drops in price by £2,225 to a new cost of £20,995. Previously it was sold at the heady price of £23,220. Equipment remains the same as before, despite the hefty cost cut.

MERCEDES-BENZ

Coinciding with a price increase of £385 across the board for all C-Class models, Mercedes-Benz has updating the model names to fall in line with its current policy. This means that all C 200 BlueTec models adopt the C 200 d nomenclature, with the C 220 BlueTec becoming C 220 d, and the C 250 BlueTec badging revised to read C 250 d. Meanwhile, the C 300 BlueTec Hybrid morphs into the C 300 h, joining the plug-in hybrid edition called C 350 e. Trim levels remain the same as before, called SE, Sport and AMG Line, as does the availability of saloon and estate bodystyles. The range kicks off at £29,380 for the C 200 d SE, rising to £40,130 for the C 300 h AMG Line Estate with automatic transmission.

MERCEDES-BENZ

It's not just the C-Class that gains new model names, the luxury S-Class follows suit, too, along with a hefty price rise. Prices rise by between £1,050 and £1,325, depending on model. S 350 BlueTec versions now wear the S 350 d badge, while the S 300 BlueTec Hybrid and S 400 Hybrid versions are named S 300 h and S 400 h respectively. The flagship of the range, previously known as the S 500 Plug-in hybrid now adopts the S 500 e nameplate, and is priced at £84,290. At the end of the spectrum, the S 350 d SE Line costs £67,995 – an increase of £1,085 compared to before.

MERCEDES-BENZ

Ahead of the replacement for the GL-Class later this year, Mercedes-Benz has increased the price of the diesel model, with the price now £61,655 for the GL 350 BlueTec AMG Sport. Prior to this, the cost of the company's largest off-road was £60,755.

SEAT

It isn't often that we report on price reductions in this column, but this month the cost of all SEAT Altea and Altea XL models have been slashed by £3,900. This brings the cost of the cheapest Altea I-TECH 1.6 TDI Ecomotive model down to just £15,445, where previously it was £19,345. The reason for the price drop is that the Altea is now on run-out before being deleted from the Spanish firm's line-up later this year.



DATAFILES SECTION BEGINNING ON PAGE 110

GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.

BMW 320d EfficientDynamics (All Euro 5 versions)

BMW 320d (All Euro 5 versions)

BMW 330d (All Euro 5 versions)

BMW 330d xDrive (All Euro 5 versions)

Citroën C3 Picasso HDi 90 (All models)

Citroën C3 Picasso HDi 115 (All models)

Citroën C4 Picasso e-HDi 90 (All models)

Citroën C4 Picasso e-HDi 90 ETG6 (All models)

Citroën C4 Picasso e-HDi 115 (All models)

Citroën C4 Picasso e-HDi 115 ETG6 (All models)

Citroën Grand C4 Picasso e-HDi 90 ETG6 (All models)

Citroën Grand C4 Picasso e-HDi 115 (All models)

Citroën Grand C4 Picasso e-HDi 115 ETG6 (All models)

DS 3 DStyle e-HDi 90

DS 3 DStyle Ice e-HDi 90

DS 3 DSire BlueHDi 120

DS 3 Cabrio DStyle e-HDi 90

DS 4 DStyle Nav e-HDi 115

DS 4 DStyle Nav e-HDi 115 ETG6

DS 5 (All previous generation models)

Ford Mondeo 1.6 TDCi ECOnetic (All versions)

Ford Tourneo Connect 1.6 TDCi (All versions)

Ford Grand Tourneo Connect 1.6 TDCi (All versions)

Honda Accord (All versions)

Mercedes-Benz C 200 BlueTec (All models)

Mercedes-Benz C 220 BlueTec (All models)

Mercedes-Benz C 250 BlueTec (All models)

Mercedes-Benz C 300 BlueTec Hybrid (All models)

Mercedes-Benz CLS 220 BlueTec AMG Line Coupé & Shooting Brake

Mercedes-Benz CLS 350 BlueTec AMG Line Coupé & Shooting Brake

Mercedes-Benz S 300 BlueTec Hybrid AMG Line L

Mercedes-Benz S 350 BlueTec AMG Line

Mercedes-Benz S 350 BlueTec SE Line L

Mercedes-Benz S 350 BlueTec AMG Line L

Mercedes-Benz S 400 Hybrid SE Line L

Mercedes-Benz S 400 Hybrid AMG Line L

Mercedes-Benz S 500 Plug-in Hybrid AMG Line L

Mercedes-Benz SLK 250 CDI

Mercedes-Benz SLK 250 CDI AMG Sport

Mitsubishi L200 Double Cab Trojan 2.5 DI-D

Mitsubishi L200 Double Cab Trojan Black 2.5 DI-D

Peugeot 208 (All previous generation models)

Renault Megane CC (All models)

SEAT Toledo S 1.6 TDI Ecomotive

SEAT Toledo S 1.6 TDI Auto

SEAT Toledo SE 1.6 TDI Ecomotive

SEAT Toledo SE 1.6 TDI Auto

SEAT Toledo I-TECH 1.6 TDI Ecomotive

SEAT Leon SC S 1.6 TDI

SEAT Leon SC SE 1.6 TDI Ecomotive

SEAT Leon SC SE 2.0 TDI

SEAT Leon SC SE 2.0 TDI Auto

Toyota Land Cruiser Active 3.0 D-4D 3-door

Toyota Land Cruiser Icon 3.0 D-4D Auto 5-door

Toyota Land Cruiser Invincible 3.0 D-4D Auto 5-door

Vauxhall Cascada SE/Elite 2.0 CDTi (162bhp)

Vauxhall Cascada Elite 2.0 CDTi BiTurbo (192bhp)

Vauxhall Insignia 2.0 CDTi (118bhp) All versions

Vauxhall Insignia 2.0 CDTi (129bhp) All versions

Vauxhall Insignia 2.0 CDTi (138bhp) All versions

Vauxhall Insignia 2.0 CDTi Auto (161bhp) All versions

Vauxhall Insignia 2.0 CDTi BiTurbo (192bhp) All versions

Vauxhall Insignia Country Tourer (All versions)



TOYOTA

Ahead of the Euro-6 emissions regulations deadline in September, Toyota has announced a series of improvements for its Land Cruiser range. A new 174bhp 2.8-litre D-4D engine is the headline act, which improves CO_2 emissions by 19g/km on automatic versions, with an enhanced fuel economy figure of 4.3mpg on the combined cycle. A new six-speed automatic transmission replaces the previous five-speed unit, while maximum torque is up by 12lb ft, despite the engine having a smaller cubic capacity.

The revised line-up also marks the re-introduction of five-door, seven-seat editions in Active trim, with the option of a six-speed manual or six-speed automatic transmission. Prices begin at £35,895 for the three-door in Active trim, paired to a manual gearbox, with a five-door, seven-seat edition costing £37,695. Automatic transmission costs an additional £1,600. Mid-range Icon trim is priced at £48,395, while the flagship Invincible model has a price tag of £54,895. The revised Land Cruiser range is available to order now, with the first examples arriving in UK showrooms in August.



SEE ALL OF THESE NEW MODELS IN OUR UP-TO-DATE



VAUXHALL

An axe has been taken to the Insignia range, with all 2.0-litre Euro-5 engines culled in favour of the latest 134bhp 1.6-litre CDTi 'Whisper' engine, which joins the new 168bhp 2.0-litre CDTi unit as the flagship of Vauxhall's large car line-up. CO_2 emissions are as low as 99g/km on 1.6-litre hatchback variants, with the Sports Tourer estate editions boasting 104g/km. At the same time the Audi A4 allroad rivalling Country Tourer models have been discontinued due to the cost of engineering the four-wheel-drive system to combine with the Euro-6 engine line-up. As before, there's a choice of eight trim levels for the Insignia – Design, Energy, Limited Edition, SRi, SRi VX-Line, SE, Tech Line and Elite – and either a six-speed manual or six-speed automatic transmission. Prices start at £19,534 the Design 1.6CDTi ecoFLEX and rise to £27,879 for the Sports Tourer Elite 2.0CDTi automatic. Coinciding with the engines changes, all Insignia models now feature a grille with black slats and a chrome blade containing the Vauxhall badge, designed to give the car a more dynamic, sportier appearance. The revised engine range is available to order now, with the first examples arriving in UK showrooms in September.

VAUXHALL

New 109bhp editions of the 1.6-litre CDTi engine have been added to the Mokka compact crossover line-up, and at the same time the Euro-5 1.7-litre CDTi variants have been deleted from the range. The new lower powered engine is sold in a choice of three trim levels – Exclusiv, SE and Tech Line – and in 114g/km standard guise, or as a 109g/km ecoFLEX-badged edition. Prices start at £18,404 for the Tech Line, £20,404 for the Exclusiv and £22,904 for the SE. There's no charge for the fuel-saving ecoFLEX package which adopt smaller 17-inch alloy wheels in favour of the 18-inch items found on the standard editions. Other enhancements include the introduction of a pair of new colours – metallic Amaretto and Quantum Grey – and a new-style 18-inch alloy wheel for Exclusiv and Tech Line models. The new models are available to order now, with deliveries expected to arrive at dealerships next month.





VOLKSWAGEN

A new addition to the Passat line-up is the most efficient version yet, with CO_2 emissions as low as 95g/km and fuel economy on the combined cycle of 76.3mpg. The BlueMotion-badged car features a 118bhp 1.6-litre TDI engine with selective catalyst reduction, as well as the deployment of additional fuel-saving measures. Available solely with a six-speed manual transmission, the BlueMotion specification is based on the entry-level S model, but with the addition of 17-inch alloy wheels with super-optimised low-rolling resistence tyres, sports suspension lowered by 15 millimetres, unique bumpers front and rear, chrome highlights to the grille and BlueMotion badging. Available to order now, prices start at £23,200 for the saloon, with the estate edition priced at £24,750. The first customer cars are expected to turn up at Volkswagen dealers during August.

DATAFILES SECTION BEGINNING ON PAGE 110

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When the covers were pulled back and the Mazda CX-3 was revealed for all to see, there was a big sigh of relief from the motoring press. You see, the compact crossover sector isn't exactly over-endowed with beautiful looking cars. Take the Nissan Juke for example, enough said? If further evidence was required, the Ford EcoSport is certainly no supermodel, and nor is the MINI Countryman. So when the elegantly proportioned CX-3 made its world debut, there was now a baby SUV that you don't have to make excuses for its looks.

The arrival of the new CX-3 forms part of an important year for Mazda, having launched the 2 supermini and facelifts to the 6 large car and the CX-5 medium crossover already. And while that would be plenty for most car makers, the Japanese firm still has the replacement for the iconic MX-5 to come. That car, of course, will get the hearts of enthusiasts beating faster, but it's the CX-3 that has greater potential to contribute to the Mazda success story, which has seen sales figures rise from a little over 26,000 units in 2012 to almost 38,000 last year. That's an almost 50 per cent uplift in sales, and no doubt with the CX-3 on-sale now, the meteoric rise is set to continue.

"...the CX-3 is powered by a 103bhp edition of Mazda's brand-new 1.5-litre diesel engine..."

Under the skin, the CX-3 is powered by a 103bhp edition of Mazda's brand-new 1.5-litre diesel engine that is shared with the Mazda2 supermini. It's a delightfully flexible unit that delivers perky performance away from rest and is mated to a super-slick manual gearbox and light and progressive clutch. Six neatly chosen ratios allow decent progress without the need to continually swap cogs, and mid-range power is decidedly punchy, despite the modest on-paper figures. The engine is quiet and refined no matter the scenario but is drowned out by the above-average wind noise and sound from the tyres at motorway speeds. On back roads, the baby Mazda feels surefooted and nicely agile, with well controlled body lean, plenty of grip and precise, accurate steering. Ride comfort is a mixed bag, and while it makes a great fist of soaking up bumps over poorer surfaces at low speeds and in urban environments, larger undulations at moderate speeds sometimes leave the CX-3 floundering. At a motorway gallop though, the suspension is nicely supple, resulting in a good long-distance comfortable cruiser.

Anyone familiar with the interiors of recent Mazdas will be instantly at home, as the CX-3 follows a familiar path set by other models in the range. And that's just fine because the cabin is logically laid out, with all of the major controls mounted within easy reach of the driver. The controls for the audio and satellite navigation system are located between the front seats, which is a perfectly natural place for them to be. The tablet-like display has been criticised by some other commentators for looking like an afterthought, but we rather like it, especially as it features









Mazda CX-3

Model tested	2WD SE–L Diesel
Price	£20,395
Made in	Hiroshima, Japan
Configuration	5–door crossover, 5–seats, front–wheel–drive
Drivetrain	1499cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	103bhp @ 4,000rpm
Maximum torque	199lb ft @ 1,600–2,500rpm
Top speed/0–62mph	110mph/10.1 secs
CO_2 emissions (tax band)	105g/km (B) Euro 6
Economy (urban/extra urban/combined)	64.2/74.3/70.6mpg
Fuel tank size/range	48 litres/746 miles
Insurance group/BIK rate	13/19%
Size (length/width without mirrors)	4,275/1,765mm
Boot space (minimum/maximum)	350/1,260 litres
Kerb/max towing weight	1,275/1,200kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★½



On sale	Now
In showrooms	Now
Prices	£18,995 to £24,695
Bodystyles	5–door crossover
Engines	1.5 (103bhp)
Trim levels	SE, SE Nav, SE–L, SE–L Nav, Sport Nav
Also consider	MINI Countryman, Nissan Juke

touch functionality, too. It's positioned right within your sight line, so you don't spend time with your eyes off the road when navigating tricky junctions. And while there's only a single band of soft-touch surfaces across the centre of the dashboard, leaving everywhere else hard-to-the-touch, all of the materials feel nicely appointed and well screwed together. There's a reassuringly solid feel to the ventilation controls, and the red highlights to the air vents add a dash of colour to what could be a sombre cabin.

The elevated driving position gives you a command-like view out, with all-round vision pretty decent compared to the CX-3's rivals. The rear window is deep and wide, making it easy to manoeuvre in urban conditions. The seats offer a decent amount of lateral support and over a particularly gruelling test route, we emerged feeling as fresh as when we got in. Despite the Mazda's relatively compact dimensions, space inside is a real strong point, with decent headroom both front and back. The same can be said for leg space, too, with rear seat passengers well catered for. There's also 350 litres of stowage room in the boot, with a generous storage area under the floor. Folding down the rear seats so they sit almost flat extends the space to 1,260 litres, a class leading capacity. Oddment space is also well catered for, with a storage area ahead of the gear lever, together with a decently-sized glovebox and door pockets.

The CX-3 has just arrived at Mazda dealers with a five-model line-up – SE, SE Nav, SE-L, SE-L Nav and Sport Nav. All editions are powered by the same 103bhp 1.5-litre turbodiesel engine paired to a six-speed manual gearbox and two-wheel-drive. The flagship Sport Nav model is also offered with four-wheel-drive, together with the option of choosing the same six-speed manual gearbox or a six-speed automatic transmission. This model is the first car in its class to come with full-LED headlights, though each of the range comes well kitted out. Even entry-level SE models come fitted with 16-inch alloy wheels, power folding door mirrors, a leather steering wheel and gear knob, air conditioning, cruise control, DAB digital radio and Bluetooth mobile phone connectivity and audio streaming.

Ian Robertson



Crossover cars have proved such a hit with buyers that their numbers have increased ten-fold across Europe over the past decade. So it is unsurprising that Renault decided to expand its crossover offering with a second model. The oddly-named Kadjar is a bigger brother for the already well-established Captur. It gives the French firm a strong presence on the crossover scene and enables it to challenge head-on the biggest-selling Nissan Qashqai, with which it shares the same platform. Renault has also announced its intention to replace the larger Koleos SUV, too, which was deleted from the company's UK line-up back in summer 2010, to deliver in future a trio of products to compete in the crossover and SUV marketplace.

"Offered in both front- and four-wheel-drive, the Kadjar comes with a choice of two Euro-6 compliant diesel engines.

Offered in both front- and four-wheel-drive, the Kadjar comes with a choice of two Euro-6 compliant diesel engines. The range kicks off with a 109bhp 1.5-litre unit that is paired to either a six-speed manual or twin-clutch automatic transmission, with the latter offered at an additional cost of £1,200. More powerful 129bhp 1.6-litre dCi engined versions come with a manual gearbox, with the choice of two- or four-wheel-drive. Like its Qashqai sister car, the most frugal model in the range is capable of a class-leading 74.3mpg, with CO_2 of just 99g/km. This alone makes the Kadjar a good proposition for business users, with company car benefit-in-kind taxation of just 17 per cent, a class-leading rate. And the good news continues on the warranty front, with the Kadjar featuring four years and 100,000 miles worth of cover, which is usefully a year longer than the industry norm.



Our test car came fitted with the 1.6-litre dCi engine and all-wheel-drive, and this makes for a happy marriage, with the added ability for light soft-roading if the mood takes you. On the road, body control is pretty reasonable, it doesn't lean much on corners, and the ride quality is really rather good for a car of this type. The steering is comfortably weighted and it's nicely communicative. The Kadjar is a likeable car to drive with tidy behaviour and good composure over varied surfaces.

The Renault's interior is good quality and cleanly designed, with most functions, except the ventilation system, controlled via a central touchscreen. In left-hand-drive models the pedals are quite noticeably offset with a bias to









Renault Kadjar

Model tested	Dynamique S Nav dCi 130 4WD
Price	£25,095
Made in	Palencia, Spain
Configuration	5–door crossover, 5–seats, four–wheel–drive
Drivetrain	1598cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	129bhp @ 4,000rpm
Maximum torque	236lb ft @ 1,750rpm
Top speed/0–62mph	118mph/10.5 secs
CO_2 emissions (tax band)	126g/km (D) Euro 6
Economy (urban/extra urban/combined)	52.3/64.2/58.8mpg
Fuel tank size/range	65 litres/841 miles
Insurance group/BIK rate	18/23%
Size (length/width with mirrors)	4,449/2,058mm
Boot space (minimum/maximum)	472/1,478 litres
Kerb/max towing weight	1,536/1,800kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★½☆



On sale	Now
In showrooms	September 2015
Prices	£19,895 to £26,295
Bodystyles	5–door crossover
Engines	1.5 (109bhp), 1.6 (129bhp)
Trim levels	Expression+, Dynamique Nav, Dynamique S Nav, Signature Nav
Also consider	Nissan Qashqai, Volkswagen Tiguan

the right, but we're hoping that when UK models arrive in September that this may be less pronounced. The cabin feels quite spacious and is usefully endowed with stowage places, totalling some 30 litres overall. Although similar in overall size to a Nissan Qashqai, the Kadjar has a bigger boot at 472 litres (compared to 430), and by flipping down the back seats you can open up the cargo capacity to a worthwhile 1,478 litres. Higher-specification versions come with a flexible boot floor that can be set at different levels, depending on whether you want a level surface, or more capaciousness and a noticeable step.

The Kadjar range comprises of 14 different versions, with all models featuring six airbags, an electric park brake, LED daytime running lights, cruise control, electric windows all round, Bluetooth mobile phone connectivity and a pair of Isofix child safety seat fasteners, as well as items like DAB digital radio, air conditioning and front fog lights. Dynamique Nav models include 17-inch alloy wheels, keyless entry and start, lane departure warning, traffic sign recognition, dual-zone climate control, rear privacy glass, automatic headlights and wipers, and an uprated audio system, while Dynamique S Nav versions add half leather upholstery, front and rear parking sensors, 19-inch alloy wheels and a multi-position boot floor. Flagship Signature Nav versions also include a panoramic sunroof, full-LED headlights and a Bose audio system. Extra personalisation is offered thanks to a range of affordable themed packs, designed to group commonly bought equipment together. For example, the parking pack premium, available on Signature Nav models, combines the automated parking system with a reversing camera, while the safety pack premium adds blind spot warning and autonomous emergency braking, while the techno pack premium incorporates all three elements.

The Kadjar makes an interesting addition to the Renault range. It looks good, drives well and has an oddly memorable name. The meaning? 'Kad' is French slang for quad and 'jar' derives from a word for rapid movement, which Renault says together describes an agile four-wheel-drive capable vehicle.

Sue Baker DC



Ford Galaxy

Model tested	Titanium X 2.0 TDCi Automatic
Price	£35,395
Made in	Valencia, Spain
Configuration	5–door MPV, 7–seats, front–wheel–drive
Drivetrain	1997cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed twin–clutch automatic
Power output	177bhp @ 3,500rpm
Maximum torque	295lb ft @ 2,000–2,500rpm

Top speed/0–62mph	127mph/9.6 secs
CO_2 emissions (tax band)	139g/km (E) Euro 6
Economy (urban/extra urban/combined)	46.3/57.6/52.3mpg
Fuel tank size/range	70 litres/805 miles
Insurance group/BIK rate	24/25%
Size (length/width with mirrors)	4,848/2,137mm
Boot space (7/5/2–seats)	300/1,301/2,339 litres
Kerb/max towing weight	1,760/2,000kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★½



On sale	Now
In showrooms	August 2015
Prices	£27,595 to £36,760
Bodystyles	5–door MPV
Engines	2.0 (118bhp), 2.0 (148bhp), 2.0 (177bhp) 2.0 (207bhp)
Trim levels	Zetec, Titanium, Titanium X
Also consider	SEAT Alhambra, Volkswagen Sharan

It's a big year for multi-purpose vehicles at Ford, with almost all of its line-up revised or replaced over the past few months, only leaving the baby B-MAX unfettled. This latest Galaxy is all-new and shares its underpinnings with the seven-seat S-MAX and Mondeo large car. It adopts Ford's new corporate front end, including the Aston Martin-esque front grille. Under the bonnet are a range of Euro-6 emissions compliant 2.0-litre TDCi engines with power outputs ranging from 118bhp right up to a twin-turbocharged 207bhp unit. And uniquely in this class, there's the option of four-wheel-drive, too, so it would appear that Ford is covering all bases with this latest car.

Our test car came equipped with the 177bhp engine paired with the six-speed twin-clutch PowerShift automatic transmission, and this combination makes for perky performance away from the lights and a relaxed, laid-back driving experience. There's a set of steering wheel paddleshifts should you want to take care of the gear changes yourself, but leaving the car to do its own thing results in silky, imperceptible swapping of cogs. Sound proofing is very effective, as the noise of the engine is very much a background track, and even with the accelerator pedal buried in the bulkhead, you can barely hear it. And that sets the tone for the rest of the car, with low levels of road and wind noise present at motorway speeds. On the twisty stuff, the Galaxy is unruffled, with flat handling, excellent body control and accurate steering. But its biggest asset is its suspension, with ride comfort so well resolved that you would struggle to better it, even in a Rolls-Royce. Bumps and potholes are soaked up beautifully, while at motorway speeds it just glides along, contributing to the serene nature of the car.



Taking its place right at the top of the Ford line-up, you'll expect it to be huge, and it is, but it's incredibly light and airy, too, mainly thanks to the deep windows, and first class all-round visibility. There's genuine seating for seven adults, with extra space liberated thanks to ultra-slim seats that take up less room, freeing up extra knee and leg space. Whichever row you are seated in, there's a generous amount of headroom, too. There's even space for a couple of flight bags in the boot with all seats in use, and boot room is huge in five-seat mode. Up front, the driving position is commanding, with excellent support and adjustment from the seats. All of the controls are logically arranged and high-up for ease of access, with the touchscreen for the satellite navigation mounted within your eye-line. Space for oddments is well catered for with a large lidded bin atop the dashboard, a deep cubby hole ahead of the gear lever, as well as a sizeable glovebox, armrest and decent door pockets. The materials all feel nicely squidgy, with quality plastics used throughout, while chrome detailing and appliqués give an upmarket appearance. For now, the cream seats of our test car aren't available in the UK, but the product planners are looking at offering it as an option in the future.

The blend of exceptional versatility, spaciousness, serenity and top-notch driving manners, not to mention that superbly comfortable ride, puts the Galaxy at the very top of the large MPV class. In fact, we would go as far as to say that it is one of the best new cars that we've driven so far this year!

Ian Robertson



Citroën Berlingo Multispace

Model tested	XTR BlueHDi 120
Price	£18,540
Made in	Vigo, Spain
Configuration	5–door MPV, 5–seats, front–wheel–drive
Drivetrain	1560cc, 4–cylinder, 8–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	6–speed manual
Power output	118bhp @ 3,500rpm
Maximum torque	221lb ft @ 1,750rpm
Top speed/0–62mph	109/11.4 secs

CO_2 emissions (tax band)	115g/km (C) Euro 6
Economy (urban/extra urban/combined)	57.6/67.3/64.2mpg
Fuel tank size/range	53 litres/749 miles
Insurance group/BIK rate	17/21%
Size (length/width without mirrors)	4,384/1,810mm
Boot space (minimum/maximum)	675/3,000 litres
Kerb/max towing weight	1,630/1,300kg
Euro NCAP safety rating	★★★☆☆ (pre–facelift tested)
DieselCar rating	★★★½☆

On a purely mathematical front, van-based MPVs make an incredible amount of sense. And while they aren't always the prettiest of machines, you can't knock the sheer amount of space that you get for your cash. And because business users demand low running costs for the van iterations, it's inevitable that the same cash savings are passed onto buyers of the passenger versions, too. The latest facelifted version of the Citroën Berlingo Multispace is a good case in point, with CO_2 emissions as low as 109g/km on around half of the editions, with fuel economy on the combined cycle of 67.3mpg. Here we test the most powerful and expensive XTR edition with 118bhp and 221lb ft of torque from its 1.6-litre BlueHDi engine, but even then, we're only talking a difference of 6g/km and 3.1mpg. Compared to its predecessor, the latest Berlingo adopts a revised nose treatment, including an updated front bumper, re-profiled grille and the daytime running lights have been repositioned. Inside, there's a new seven-inch touchscreen on XTR models and technologies like a reversing camera and autonomous emergency braking, while Mirror Screen, a system that replicates the display from your smartphone onto the central touchscreen will be offered later this year. All of the engines now incorporate selective catalyst reduction so that they meet the latest Euro-6 emissions standards.

The new 118bhp 1.6-litre BlueHDi engine



results in decent pace, with sparkling performance away from rest and reasonable punch across the rev range. The six-speed manual gearbox of our test car felt quite notchy when moving from first and second gear, though we're sure that issue will improve with age. The unit sounds a fair bit noisier than we've experienced in other applications, but that's no doubt down to lower levels of soundproofing, and once up to speed, it settles down to become a backing track. The sizeable door mirrors result in a fair amount of wind flutter at motorway speeds, though thankfully road and tyre noise are well contained. The steering, although relatively low geared, delivers sufficient feel, and when cornering, body lean is impressively well controlled. Bump absorption is nicely judged, with speed humps well cushioned, while at motorway speeds, ride comfort is accomplished.

As you would expect considering its van silhouette, the amount of room on offer is phenomenal. Fold all of the seats down and you're looking at a mighty 3,000 litres of space. Even with all of the seats in place there's a highly generous 675 litres. Head and legroom are excellent, and access to the rear seats is aided by the sliding doors, which are particularly handy in tight parking spaces. Across the rear bench, there's three properly sized seats, endowing each passenger with lots of elbow and shoulder space. Storage room is well catered for, too, with a twin glovebox, as well as reasonably sized door pockets, a deep centre box and dash top cubby, not forgetting the overhead storage. The driving position can only be described as upright, though there's good level of support from the seats and more than enough adjustment to both the chairs and steering wheel, while the gear lever is perfectly positioned for comfort. Durability is essential in the van world, and so the materials used feel durable and solid, and more than capable of standing up to tough family life.

Ian Robertson



On sale	Now
In showrooms	Now
Prices	£15,440 to £18,540
Bodystyles	5–door MPV
Engines	1.6 (74bhp), 1.6 (98bhp), 1.6 (118bhp)
Trim levels	Feel, Feel Edition, XTR
Also consider	Ford Tourneo Connect, Peugeot Partner Tepee



BMW 116d EfficientDynamics Plus

Model tested	116d EfficientDynamics Plus
Price	£22,560
Made in	Regensburg, Germany
Configuration	5–door hatchback, 5–seats, rear–wheel–drive
Drivetrain	1496cc, 3–cylinder, 12–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	114bhp @ 4,000rpm
Maximum torque	199lb ft @ 1,750–2,250rpm
Top speed/0–62mph	121mph/10.4 secs

CO_2 emissions (tax band)	89g/km (A) Euro 6
Economy (urban/extra urban/combined)	72.4/91.1/83.1mpg
Fuel tank size/range	52 litres/951 miles
Insurance group/BIK rate	15/16%
Size (length/width with mirrors)	4,324/1,984mm
Boot space (minimum/maximum)	360/1,200 litres
Kerb/max towing weight	1,395/0kg
Euro NCAP safety rating	★★★★★ (pre–facelift tested)
DieselCar rating	★★★★☆

When BMW announced a package of changes to its 1 Series line-up, one of the highlights was this ultra-efficient edition that emits just 89g/km of CO_2 and capable of 83.1mpg on the combined cycle. It shares an engine with the MINI Hatch, a latest generation 1.5-litre three-cylinder unit developing 114bhp and 199lb ft of torque. Finally the boys from Munich have a similarly efficient car that can be mentioned in the same breath as the legendary Golf BlueMotion. This 116d EfficientDynamics Plus model is ushered in alongside a package of changes to the smallest BMW, including a reworked nose, incorporating a fresh design for the headlights, bumper and grille, while at the rear, the tail lights have grown larger, adopting the L-shaped design that is seen on other members of the BMW line-up, together with a reprofiled rear bumper. A new range of alloy wheels are on offer, and satellite navigation will become standard equipment from September. The cabin has received enhancements to the design, with new chrome surrounds and a selection of fresh fabrics and materials.

The newly installed engine is quiet and refined, delivering a characterful three-cylinder thrum. Performance off the line is best described as adequate, but that doesn't tell the whole story, as it is impressively flexible, with decent mid-range pull. On back roads, the rear-wheel-drive chassis feels impressively agile with good poise, coupled with excellent body control and plenty of grip. The steering weights up nicely in corners, delivering good levels of precision, and while ride comfort is accomplished at low speeds, as the speed increases it becomes more unsettled by larger bumps and ridges, though at motorway pace it settles down well. With the engine just a faint backing track, there's a noticeable amount of wind flutter, while road and tyre noise is transmitted into the interior over poorer surfaces.



The cabin of the 1 Series is beautifully finished, with good quality materials and an attractive design that is usefully angled towards the driver. The widescreen infotainment and satellite navigation screen is ideally placed, with high quality graphics, all controlled via a rotary dial located between the front seats. You sit down low in the driver's chair, giving a sporty feel, with good levels of lateral support when cornering. There's plenty of available adjustment to both the seats and the steering wheel, but the problem of the pedals being offset to the right remains. All-round visibility is harmed by sizeable rear pillars and a shallow rear window, but thankfully rear parking sensors are fitted as standard on EfficientDynamics Plus editions for extra peace of mind. Space up front is pretty good, with generous amounts of headroom, but in the rear the story isn't so rosy with limited leg and knee room even when sitting behind an average height driver. A sizeable hump running through the centre of the car means that it will be uncomfortable for a middle seat passenger, too. Storage space around the cabin is pretty good, though, with large door pockets, a tray ahead of the gear lever and a decently proportioned glovebox. Boot space is well up to class standards at 360 litres, with a good square space on offer, and it can be extended even further by pulling a lever and folding the rear seats down.



On sale	Now
In showrooms	Now
Prices	£22,030 to £22,560
Bodystyles	3–door and 5–door hatchback
Engines	1.5 (114bhp)
Trim levels	EfficientDynamics Plus
Also consider	Audi A3 Sportback SE 1.6 TDI ultra, Volkswagen Golf BlueMotion 1.6 TDI

Ian Robertson



Toyota Avensis

Model tested	Touring Sports Business Edition Plus 2.0 D–4D
Price	£25,795
Made in	Burnaston, Derby, UK
Configuration	5–door estate, 5–seats, front–wheel–drive
Drivetrain	1995cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	141bhp @ 4,000rpm
Maximum torque	236lb ft @ 1,750–2,250rpm

Top speed/0–62mph	124mph/9.8 secs
CO_2 emissions (tax band)	120g/km (C) Euro 6
Economy (urban/extra urban/combined)	49.6/70.6/61.4mpg
Fuel tank size/range	60 litres/810 miles
Insurance group/BIK rate	19/22%
Size (length/width without mirrors)	4,820/1,810mm
Boot space (minimum/maximum)	543/1,609 litres
Kerb/max towing weight	1,490/1,800kg
Euro NCAP safety rating	★★★★★ (pre–facelift saloon tested)
DieselCar rating	★★★½



On sale	Now
In showrooms	Now
Prices	£18,850 to £28,440
Bodystyles	4–door saloon and 5–door estate
Engines	1.6 (110bhp), 2.0 (141bhp)
Trim levels	Active, Business Edition, Business Edition Plus, Excel
Also consider	Hyundai i40, Peugeot 508

It is tempting to think of the Toyota Avensis as a Japanese car, but it has been designed and engineered in Europe, and is manufactured at Toyota's UK factory at Burnaston near Derby. There have been three generations of Avensis since the launch of the original model back in 1997, and now a newly spruced-up one aims to claw sales away from rivals like the Mondeo, Insignia and, optimistically, prestige German brands.

There are two new diesel engines on offer in the revised range, both BMW-sourced. The 1.6 D-4D replaces the previous Avensis's 2.0-litre diesel unit, while the new 2.0 D-4D powerplant supersedes the old 2.2-litre engine. Both are nicely refined, smooth and quiet in operation, but the 1.6 is at times a bit stressed and needs frequent gear changes to keep it on song, while the larger unit gives a sweeter and more relaxed drive. The driving experience is pleasant and efficient, although not particularly involving. The Avensis is a very agreeable mile-muncher, but not what you could call a 'driver's car'. It has a nicely slick gear change, quite reasonable steering feel and a good ride quality that makes light work of an iffy road surface. It is grippy on the bends and the handling is calm and tidy. All of which makes it a satisfying car to drive, just not an endearing or especially memorable one. The 2.0-litre diesel engine, with 141bhp and 236lb ft of torque, is a strong performer with a sub-10 seconds sprint time and a torquey feel through the gears. It makes an easy, low-fatigue job of long distances, and feels in its element as a quiet long distance motorway cruiser. There is a mild fluffing of wind bluster around the A-pillars at speed, but engine noise is low and the Avensis impresses most for its sheer civility.



The interior has undergone a significant upgrade, and aesthetically has a slicker style than the previous car. It has a streamlined look to the dashboard design, better quality trim and more soft-touch plastics. Moving to an electronic handbrake has freed up some space. A 4.2-inch multimedia screen in the centre of the dash has a mono display in lower-spec models and colour higher up the range. There is a large centre console with a deep storage bin, which is just as well, as the door pockets are quite narrow. The cabin feels airy and spacious for the size of car, although rear knee-room is not overly generous. The saloon has a good size boot at 509 litres, while the Touring Sports estate version has an extra 34 litres above that, plus the advantage of stretching to 1,609 litres when the rear seats are folded.

The Avensis comes with Toyota's five-year warranty, two years longer than the industry norm. All versions come equipped with autonomous emergency braking, seven airbags, cruise control and air conditioning, although you'll need to move up from base Active trim if you want items like DAB digital radio, satellite navigation, dual-zone climate control and alloy wheels, which are standard equipment on all other versions.

This latest Avensis has a freshened face, upgraded interior and improved efficiency thanks to its new BMW-sourced powerplants, and as a result is more ably equipped to take on newcomers to the class like the latest Ford Mondeo and Volkswagen Passat, as well as established rivals like the Hyundai i40 and Peugeot 508.

Sue Baker DC



Citroën Grand C4 Picasso BlueHDi 120 Automatic

Model tested	Exclusive BlueHDi 120 Automatic
Price	£25,135
Made in	Vigo, Spain
Configuration	5–door MPV, 7–seats, front–wheel–drive
Drivetrain	1560cc, 4–cylinder, 8–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	6–speed automatic
Power output	118bhp @ 3,500rpm
Maximum torque	221lb ft @ 1,750rpm

Top speed/0–62mph	117mph/11.5 secs
CO_2 emissions (tax band)	105g/km (B) Euro 6
Economy (urban/extra urban/combined)	61.4/74.3/68.9mpg
Fuel tank size/range	55 litres/834 miles
Insurance group/BIK rate	tba/19%
Size (length/width with mirrors)	4,597/2,117mm
Boot space (7/5/2–seats)	165/632–793/2,181 litres
Kerb/max towing weight	1,359/1,500kg
Euro NCAP safety rating	★★★★★ (5–seat tested)
DieselCar rating	★★★★½

Recipient of the coveted title of best MPV in our annual car of the year awards for the second year running, Citroën has now bolstered the line-up with the introduction of new 1.6-litre BlueHDi engines that meet the latest Euro-6 emissions regulations. Replacing the e-HDi engines in the C4 Picasso line-up, we got behind the wheel of the 118bhp edition of the engine paired to the company's latest six-speed automatic transmission. To meet the tougher emissions standards, Citroën has chosen to equip all of its engines with Selective Catalyst Reduction (SCR), with the system uniquely mounted upstream of the diesel particulate filter. A urea-based solution, called AdBlue, is utilised to neutralise NO_x and eliminates up to 99.9 per cent of particulates, while improving fuel economy and CO_2 emissions by around four per cent compared to the outgoing engine.

With all the science involved out of the way, what is it like to drive? The new powerplant is nicely refined, with the majority of the diesel chatter isolated from the cabin. There's decent performance away from the lights, with a healthy dose of mid-range punch for good measure. Gear changes are imperceptibly smooth, with the option of selecting your own ratio by utilising the steering wheel mounted paddleshift. There's some light fluffing around the windscreen at motorway speeds, but with a nicely hushed engine and road noise appreciably low, the Grand C4 Picasso's cabin is a restful place to spend time. Around town, ride comfort can suffer as a result of potholes and bumps, but as the speed piles on, the suspension smooths out blemishes more effectively, especially on faster A-roads where the traditional magic carpet-like ride found on past Citroëns is more evident. Inevitably with such a tall sided car, there's some lean when cornering, but it's kept well in check with decent levels of grip and the steering delivers a good level of manoeuvrability, though we wish there was a jot more feel.





On sale	Now
In showrooms	Now
Prices	£23,835 to £27,495
Bodystyles	5–door MPV
Engines	1.6 (118bhp)
Trim levels	VTR+, Exclusive, Exclusive+
Also consider	Peugeot 5008, Volkswagen Touran

The C4 Picasso's funky looks are carried over to the interior, with a level of flair that only the French seem to be able to carry off. There's soft-touch surfaces throughout, with nice quality mouldings and a solid, built-to-last ambience. All of the major controls are usefully mounted high up, and a pair of screens dominate the cabin – one for the instruments, and another touchscreen that operates virtually every gadget and gizmo on the car, including the ventilation controls. If we're being picky, we would prefer that the latter remained separate, rather than having to navigate a series of menus. The driving position is nicely command-like, and made better by airline-style adjustable headrests that boost comfort levels on longer journeys. Thanks to deep windows and panoramic windscreen, the cabin has a light and airy feel, with good all-round vision. In common with most MPVs of this size, space in the third row of seats isn't huge and therefore would be best reserved for children or small adults on longer journeys. For the first two rows, there's a generous amount of headroom, as well as plenty of leg and knee room. Predictably, with all seats in place, there's only a small space behind the seats, but tumble the rear seats down and there's an expansive 793 litres of space. In two-seat mode, the Grand C4 Picasso does a good impression of a van, with an enormous 2,181 litres of room on offer.

Ian Robertson



SEAT Ibiza

Model tested	SC FR 1.4 TDI
Price	£16,885
Made in	Martorell, Spain
Configuration	3–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1422cc, 3–cylinder, 12–valve, turbocharged diesel with stop–start
Transmission	5–speed manual
Power output	103bhp @ 3,500rpm
Maximum torque	170lb ft @ 1,750–2,500rpm
Top speed/0–62mph	119mph/9.9 secs

CO_2 emissions (tax band)	95g/km (A) Euro 6
Economy (urban/extra urban/combined)	70.6/83.1/78.5mpg
Fuel tank size/range	45 litres/777 miles
Insurance group/BIK rate	tba/17%
Size (length/width without mirrors)	4,066/1,693mm
Boot space (minimum/maximum)	284/tba litres
Kerb/max towing weight	1,143/1,200kg
Euro NCAP safety rating	★★★★★ (pre–facelift 5–door tested)
DieselCar rating	★★★★☆

The Leon may be the darling of SEAT's range, but it's the Ibiza that makes the Spanish firm their money here in the UK. Falling behind its rivals in terms of technology, economy and refinement – including its Volkswagen group stablemates – it's been long overdue a facelift. The revised model is now here, although you would be doing well to spot it. External changes are limited to nothing more than some LED-equipped headlights, new alloy wheel designs and a couple of new colours. Personalisation options are added to the mix too, as that's what all small cars get now. It's under that still-sharp bodywork where most of the changes have taken place. In the cabin there has been a lot of Leonisation that sees the Ibiza fitted with a much neater dashboard, with plenty of soft-touch plastics, higher-quality materials around the touch points, and a chunkier steering wheel from its larger sibling. A five-inch touch screen now sits in pride of place in the centre, equipped with SEAT's 'Full Link' software. This incorporates Android Auto, Apple's CarPlay and MirrorLink to allow connectivity with virtually any smartphone, and comes with dedicated SEAT apps to track usage, routes and provide you with technical information about your car, should you need it.

From the dashboard back, nothing else has changed, so it remains spacious up front, a little tight in the rear, but with plenty of space in the boot. Under the skin there's revised suspension that makes life slightly more comfortable thanks to softer spring and damper rates, while the electric power steering has been adjusted to provide more feel. The result is a marginal loss of that zesty sportiness associated with SEAT, but there was never quite enough of that anyway. The big news is under the bonnet, where a range of three-cylinder engines now reside. A 1.0-litre turbocharged petrol engine ducks under the 100g/km CO_2 threshold, while a selection of three diesel variants, all 1422cc in size, produce between 74 and 103bhp, depending on version. And for the first time there's a seven-speed twin-clutch DSG automatic transmission edition, though oddly its paired solely to FR specification and with the ST estate bodystyle.





With all 103bhp available on this test model, on-paper performance is perhaps a little disappointing, with a 0-60mph time of 9.9 seconds. However, once on the road it feels nippier than you might expect, pulling away in a linear fashion through the rev range, with just the lightest amount of turbo lag at very low revs. When not trying to separate tyre from tarmac, it makes for an agile urban car, with good visibility all round and plenty of space to store oddments. A deep boot will also swallow a week's shopping, with 284 litres of space on this SC three-door edition.

The changes made to the Ibiza are, in places, beyond subtle, but the improvements in quality, interior style and technology are welcomed. What was beginning to look a little out of touch has been brought bang up to date with clever changes throughout. It's not quite a class leader, but it's good value, well equipped and worth a closer look.

Phil Huff

On sale	Now
In showrooms	September 2015
Prices	£13,425 to £18,570
Bodystyles	3–door hatchback, 5–door hatchback and 5–door estate
Engines	1.0 petrol (94bhp), 1.4 diesel (74bhp), 1.4 diesel (89bhp), 1.4 diesel (103bhp)
Trim levels	S, SE, FR
Also consider	Ford Fiesta, Vauxhall Corsa



Volkswagen Sharan

Model tested	SEL 2.0 TDI
Price	£33,360
Made in	Palmela, Portugal
Configuration	5–door MPV, 7–seats, front–wheel–drive
Drivetrain	1968cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	6–speed manual
Power output	148bhp @ 3,500rpm
Maximum torque	251lb ft @ 1,750–3,000rpm
Top speed/0–62mph	125mph/10.3 secs

CO_2 emissions (tax band)	132g/km (E) Euro 6
Economy (urban/extra urban/combined)	46.3/61.4/55.4mpg
Fuel tank size/range	70 litres/853 miles
Insurance group/BIK rate	tba/24%
Size (length/width with mirrors)	4,854/2,081mm
Boot space (7/5/2–seats)	300/955/2,430 litres
Kerb/max towing weight	1,772/2,200kg
Euro NCAP safety rating	★★★★★ (pre–facelift tested)
DieselCar rating	★★★½

There was never much wrong with the Volkswagen Sharan, right from the launch of the first generation vehicle back in 1995. As an MPV that seats seven passengers in a package that hides its bulk well and remains reasonably stylish, it does its job well. But it wasn't quite stylish enough for Volkswagen seemingly, so the Sharan has had the lightest of makeovers for its 20th anniversary. The visual changes are limited to some new LED lighting at the front and rear of the car, and some new wheel designs. There are minor upgrades to the interior too, with higher quality trim and some clearer instruments, but you would be hard pushed to tell the difference between old and new without a few pointers.

That's not bad thing, as the Sharan is a practical proposition. With seven seats as standard, it will see plenty of action as a family car or airport taxi, but the 300 litres of boot space is a bit tight when all the seats are in place. At least there's plenty of room for passengers, with even the rear-most pair of seats able to accommodate a couple of adults. Access is easy too, thanks to sliding doors (with optional electrical operation) and a middle row of seats that fold forward far more than you might expect. Tumble down the rear seats – all five fold individually and end up completely flat – and the boot extends to a van-like 2,430 litres. The front passenger seat can also fold in two, allowing long loads of up to three metres to be swallowed up. For front seat passengers it's all typically Volkswagen, so there's excellent build quality and materials, with soft bits everywhere you're likely to touch. A new infotainment system is a highlight, with all manner of connectivity options now available. Apple and Android smartphone users will each be able to connect them via CarPlay or Android Auto now, as well as MirrorLink.





The mid-range 148bhp 2.0-litre diesel engine of our test car suits the Sharan best, offering enough low down grunt to feel more nimble than it really is, while remaining surprisingly quiet. At low revs there's a bit of vibration that finds its way in to the cabin, but once on the move it settles down nicely. The ride quality is also surprisingly settled, no doubt helped by the long wheelbase. Motorways are its natural habitat, but B-roads can be attacked with a little vigour. Optional adaptive suspension can firm things up slightly, but it doesn't add anything to the Sharan's capabilities. It's better to sit back and relax and not try to pretend it's a GTi. Do that and Volkswagen optimistically promise the car will return 55.4mpg. The larger 17-inch wheels fitted to the SEL model tested add one gram to the CO_2 emissions, moving it from vehicle excise duty band D to band E – an extra £20 per annum, though business users will still face the same 24 per cent benefit-in-kind tax burden.

Whilst the Sharan fulfills all that can be asked of a large MPV, and does it really quite well, the price tag puts it at the costliest end of the segment. The asking price puts it right up against the latest Ford Galaxy Titanium X, while its kissing cousin, the SEAT Alhambra, also freshly facelifted and just as refined and well kitted out, comes in at £1,245 less.

Phil Huff

On sale	Now
In showrooms	October 2015
Prices	£26,970 to £36,280
Bodystyles	5–door MPV
Engines	2.0 (114bhp) 2.0 (148bhp), 2.0 (181bhp)
Trim levels	S, SE, SE Nav, SEL
Also consider	Ford Galaxy, SEAT Alhambra



Volvo XC90

Model tested	D5 AWD Inscription Automatic
Price	£50,185
Made in	Torslanda, Sweden
Configuration	5–door SUV, 7–seats, four–wheel–drive
Drivetrain	1969cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	8–speed automatic
Power output	221bhp @ 4,250rpm
Maximum torque	347lb ft @1,750–2,500rpm
Top speed/0–62mph	137mph/7.8 secs

CO_2 emissions (tax band)	152g/km (G) Euro 6
Economy (urban/extra urban/combined)	44.1/51.4/48.7mpg
Fuel tank size/range	71 litres/761 miles
Insurance group/BIK rate	34/28%
Size (length/width with mirrors)	4,950/2,140mm
Boot space (7/5/2–seats)	397/775–1,102/1,951 litres
Kerb/max towing weight	2,009/2,700kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★½

Every so often a car comes along that makes you step back in admiration. A car that sees you reaching for the online configurator in the vain hope that you may be able to afford one in your dream specification. One such car is the new Volvo XC90. Make no mistake, this second generation car represents the second coming of one of the world's most accomplished SUVs. Don't spend time wondering if you should buy one, simply spend the time wondering which XC90 you should buy and how you can get the cash together.

For now at least, there's only one diesel-powered XC90 on offer – the 221bhp D5. The 2.0-litre four-cylinder engine is more efficient and more powerful than the old 2.4-litre D5 unit and is part of Volvo's new simplified Drive-E range of engines. Mid-range punch is the engine's chief asset and overall the performance is best described as adequate. It only feels underpowered when you decide to press on when exiting a corner, with the eight-speed automatic transmission having a tendency to fall off the torque curve. Not that you'll want to press on all that often. Drive the XC90 in a relaxed and smooth manner and it'll reward you with one of most composed and surefooted rides at any price. For the ultimate indulgence you can opt for the £2,150 air suspension, which will cushion you and your occupants, smoothing out even the worst of Britain's roads. It's very good, even managing to provide a cosseting ride in an XC90 fitted with the optional 21-inch alloy wheels. It's just that the standard suspension is so well set up, it's hard to justify the expense. It also takes the edge off otherwise precise dynamic qualities, with nicely weighted steering and turn-in characteristics. It's a big car, yet it never feels like it on the road.





On sale	Now
In showrooms	Now
Prices	£45,750 to £63,705
Bodystyles	5–Door SUV
Engines	2.0 diesel (221bhp), 2.0 petrol plug–in hybrid (396bhp)
Trim levels	Momentum, R–Design, Inscription
Also consider	Audi Q7, BMW X5

But if the dynamics are one of the XC90's highlights, the interior is the car's party piece. Volvo has simplified the dashboard and improved the quality of the materials used throughout the cabin, not only giving the German rivals a run for their money, but making them feel dull and uninspiring. Central to the success is the new nine-inch touchscreen infotainment system, which looks and operates much like an iPad. The display is crystal-clear and will become familiar to anyone, even after just a few minutes of use. There's bags of space in the cabin, too, even for the passengers in the third row of seats. By optimising and making the seats thinner, Volvo has freed up more space, whilst ensuring the occupants at the back also get to sit on proper seats. No more slumming it in the cheap seats with the new XC90.

With prices starting from £45,750, you could never describe the Volvo XC90 as cheap, but you can see where the money has been spent developing this car. You will appreciate the quality and attention to detail on the inside, even on the entry-level Momentum trim. It's well-equipped, too, with satellite navigation, automatically adjusting high beam for the headlights, an air cleansing system, electrically operated tailgate, keyless entry and start, a powered driver's seat, LED bending headlights, autonomous emergency braking and a run-off road protection system that arms the safety systems in the event that you drive off the road accidentally. Make no mistake, Volvo has replaced the classic XC90 with a masterpiece. It's quite simply one of the best new cars you'll drive this year. Yes, it really is that good.

Gavin Braithwaite-Smith



DS 5

Model tested	Prestige BlueHDi 180 Auto
Price	£32,040
Made in	Sochaux, France
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1997cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start and selective catalyst reduction
Transmission	6–speed automatic
Power output	178bhp @ 3,750rpm
Maximum torque	295lb ft @ 2,000rpm
Top speed/0–62mph	137mph/9.9 secs

CO_2 emissions (tax band)	114g/km (C) Euro 6
Economy (urban/extra urban/combined)	55.4/68.9/64.2mpg
Fuel tank size/range	60 litres/847 miles
Insurance group/BIK rate	33/20%
Size (length/width with mirrors)	4,530/2,128mm
Boot space (minimum/maximum)	465/1,285 litres
Kerb/max towing weight	1,540/1,500kg
Euro NCAP safety rating	★★★★★ (pre–facelift tested)
DieselCar rating	★★★½

Just as the first dedicated DS showroom is set to open its doors in Canterbury, Kent, the first new generation products arrive in the UK. And whereas before the DS 5 wore Citroën emblems with pride, a new independent direction for the upmarket brand sees the facelifted car stripped of its parentage. Up front, there's a bolder nose treatment that's set to be a distinguishing feature of future DS designs, combined with the latest Euro-6 engines. Engineers have listened to criticism about the ride comfort and dull steering responses and have come up with a package of improvements.

Our test car featured the 178bhp 2.0-litre BlueHDi engine paired to a six-speed automatic transmission, and this combination makes for a restful driving experience. There's decent pace and ample mid-range pull, and when the car comes to a rest at a junction, the stop-system cuts power and restarts without any of the vibrations associated with some rival systems. Engine noise is generally well masked, only to be heard when you put your foot to the floor and make use of the ample performance. At motorway speeds the DS 5 is incredibly quiet, with low levels of engine, wind and road noise, though there's some suspension sounds to be heard on scruffy surfaces. Steering response has been improved no end, with agility hugely better than before, providing a more involving driving experience. In corners it handles flatly, with an almost total absence of body roll, while grip levels are appreciably high. Ride comfort, while noticeably better than the last generation car, is still harsher than we would like on imperfect British roads, with the car crashing into potholes and sending vibrations into the cabin where rival cars would shrug them off. It's in its element on smooth motorway surfaces, though, munching the miles with ease.





The DS 5 still has one of the most attractive cabins at any price level, with its aviation-inspired interior exhibiting flair and flamboyancy. The watch-strap-inspired leather upholstery is an absolute masterpiece, while the interestingly different glass panoramic roof, with lockers and electric blind making this car more interesting than its more mundane rivals. The flat-bottomed steering wheel is a delight to hold, while the newly introduced touchscreen is perfectly positioned within your eye-line to avoid having to take your eye off the road to follow instructions. Everywhere you touch there's squidgy plastics and high quality trim, while all of the controls have a nice weighting to their operation. The design is edgily modern and incredibly pleasing to the eye, but beware of the front windscreen pillars which can cause issues when manoeuvring out of awkward junctions. The same can be said for rearward vision which is hindered by the rear spoiler that cuts across the tailgate. For the driver, there's a decent amount of leg and head space, while in the back, passengers are treated to a reasonable amount of space, if not overly generous. Hoarders will be pleased to hear that there's a large storage area in the central armrest, together with decently sized door pockets and glovebox. Boot space is well proportioned with a generously sized space that is large, wide and deep at 465 litres, and can be extended further to 1,285 litres by tumbling down the rear seats.

On sale	Now
In showrooms	Now
Prices	£25,980 to £34,890
Bodystyles	5–door hatchback
Engines	1.6 (118bhp), 2.0 (148bhp), 2.0 (178bhp), 2.0 diesel hybrid (197bhp)
Trim levels	Elegance, 1955 Special Edition, Prestige
Also consider	Audi A5 Sportback, Ford Mondeo Vignale

Ian Robertson

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SUMMER LOVIN'



Here we have a pair of cars that aim to give you the best of both worlds. Lively hot hatch performance combined with decent diesel economy. Fast Focus or gutsy Golf? Let's find out.

We live in a world of wanting to have it all, without any undue compromise, and that includes our cars. So we expect motor manufacturers to serve up quality products with strong performance, but also good economy. Lively acceleration? Yes please. Strong mid-range torque? Certainly. Boast-able mpg? Oh yes, that too. All of which explains why the hot hatch arena, once the sole preserve of thirsty petrol models, has expanded in recent times to include some rapid, fuel-efficient diesels. One of the most recent arrivals into showrooms is Ford's 2.0-litre TDCi-engined Focus ST, and its closest rival for diesel hot hatch laurels is Volkswagen's well-received Golf GTD. Here we go head-to-head with them in what will surely be a close contest between two highly desirable high-performing diesels.

DRIVING EXPERIENCE



Volkswagen Golf
★★★★★



Ford Focus
★★★★½

Instant seat-of-the-pants appraisal, as we switch back and forth between these two, tells us that the Focus ST is the more fun to drive. It has a sporty poise that is instantly pleasing. Here is a car that feels energetic and alive, with fine handling and grippy balance on the bends. Booting the sporty Focus across country, you find a smile of enjoyment quickly creeping across your face. This is a car that flatters you as a driver, and makes you feel at one with the world. The steering has a crisp informative edge to it, and the car responds very eagerly to throttle input. There is an Achilles' heel, though, and it's the ride quality. Press on in this car over anything other than a millpond-smooth road, and the Focus ST adopts a jittery and lumpen gait that jars with its otherwise excellent driving behaviour. Had it not been for this fly in the ointment, the ST-badged Focus would have scored a solid five-star rating for the way it drives.

By comparison, the Golf GTD is a calmer but blander drive,

and is almost too civilised for its own good, lacking the more engaging zest of its rival. Performance-wise, the VW is the quicker of the two, by 8mph on the top speed, and a little over half a second off the sprint to 62mph time. It has precision handling, clingy cornering, and also a better ride quality with a more absorbent mopping of surface undulations. The steering is nicely weighted and informative, although not quite as tellingly pert as the Ford's. Overall the hot hatch Golf drives very well, but when you experience them back-to-back and jump from one to the other, you find yourself preferring to be in the Focus for its greater sense of engagement in the driving seat. The Golf just doesn't feel quite as enjoyable for a keen driver as a hot hatch should be, and the intrusive amount of road noise that enters the cabin courtesy of the large wheels means that a long motorway journey isn't as calm as it is in the Focus.

INTERIOR AND COMFORT



Volkswagen Golf ★★★★★



Ford Focus ★★★★★

There is a flair and specialness about the Focus ST's cabin that we instantly warm to. It starts with the huggily contoured Recaro-branded front sports seats that grip you reassuringly when you're in press-on mode. The dash design is nicely driver-centric, and it has a bit more edgy flair to the structure and décor than the rather more strait-laced Golf. There is a nicely comforting touch about the optional heated steering wheel that costs just £95, and this fast Ford also has the advantage of a standard-fit heated front windscreen, a big bonus in the winter months. The dials have a sporty look to them, and there's a neat trio of auxiliary dials atop the dash. Big vertical air vents on the facia do a very good job of directing a cooling breeze where you want it. Overall trim quality is pretty good, although some lower surfaces are quite firm and unyielding to the touch.

Inside, as well as in its outer body design, the Golf GTD is very understated and quiet about its sportiness. As a result the cabin has a rather more ordinary ambiance than its rival, and although it might go down well in Scotland, we're not huge fans of the monochrome tartan fabric that clads the seats. All of the mouldings are very high quality, though, and some of the detailing is a notch above the Ford's. Part of the fun of driving a performance hatch is being in a cabin that elevates you above the mainstream, and the Golf GTD's interior doesn't really do that – you could just as well be in a mid-range edition as you could in this flagship diesel. It's a Golf, though, and beautifully executed, but it lacks that extra special something that makes you feel good about the car you're driving.

SPACE, PRACTICALITY AND VERSATILITY



Volkswagen Golf ★★★★½



Ford Focus ★★★★★

"Booting the sporty Focus across country, you find a smile of enjoyment quickly creeping across your face.

Volkswagen Golf GTD 2.0 TDI

Price	£26,670
Made in	Wolfsburg, Germany
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1968cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	181bhp @ 3,500–4,000rpm
Maximum torque	280lb ft @ 2,500–5,000rpm
Top speed/0–62mph	143mph/7.5 secs
CO_2 emissions (tax band)	109g/km (B) Euro 6
Economy (urban/extra urban/combined)	55.4/76.3/67.3mpg
Fuel tank size/range	50 litres/740 miles
Insurance group/BIK rate	26/19%
Size (length/width with mirrors)	4,268/2,027mm
Boot space (minimum/maximum)	380/1,270 litres
Kerb/max towing weight	1,407/1,600kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★☆





Ford Focus ST-2 2.0 TDCi

Price	£23,995
Made in	Saarlouis, Germany
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1997cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	182bhp @ 3,500rpm
Maximum torque	295lb ft @ 2,000–2,750rpm
Top speed/0–62mph	135mph/8.1 secs
CO_2 emissions (tax band)	110g/km (B) Euro 6
Economy (urban/extra urban/combined)	56.5/74.3/67.3mpg
Fuel tank size/range	60 litres/888 miles
Insurance group/BIK rate	24/20%
Size (length/width with mirrors)	4,362/2,010mm
Boot space (minimum/maximum)	316/1,215 litres
Kerb/max towing weight	1,464/0kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★★½

Here's where the Focus ST slips behind the Golf. Although the sporty Ford is quite a practical car, it is overshadowed by its rival for handy versatility. There is a snug feel about the cabin which is cosy for just a driver or twosome, but can make the ST feel a bit crowded five-up. Provision of stowage spaces around the interior is quite fair, and the glovebox is a good size, but the front door pockets are modest in width. The 316 litres of boot space sounds quite reasonable, but it falls 64 litres short of the GTD's, and when the rear seats in both cars are folded down, the Focus still has 55 litres less cargo room than its VW opponent.

Hopping into the rear of the Golf GTD and it's clear that it wins the space race in this comparison. The cabin feels just fractionally roomier, and is equally well endowed with stowage for all your essential paraphernalia around the interior. The boot is bigger at 380 litres, and overall carrying capacity is also superior at a useful 1,270 litres. Then there's the ability to tow something behind you to be considered, and this is where the Golf GTD holds an ace. It is a capable tow car, with a 1,600kg towing limit, so there is plenty of scope for taking a load of extra kit with you on that holiday trip. It's 1.6 tonnes more than its rival can take, because a centrally-placed exhaust pipe precludes the Ford from having a tow bar fitted at all.

RUNNING COSTS



Volkswagen Golf
★★★★★



Ford Focus
★★★★★

Cast your eyes over the specification panel and you'll discover just a 1g/km difference between the CO_2 emissions and anyone apart from business users will say "who cares". With the Focus ST at 110g/km and the Golf GTD at 109g/km, it means that the VW-badged car sits in a company car benefit-in-kind taxation band that is usefully one group lower than the Ford. Fuel economy figures are identical, however, with both cars claimed to achieve 67.3mpg by their respective makers, and the cost of vehicle excise duty will cost exactly the same at £20 per annum after year one.

Standard Equipment

Volkswagen Golf

18–inch alloy wheels with 225/40/R18 tyres and space saver spare wheel	Electric park brake
60:40 split/fold rear seats	Electric windows front and rear
Adaptive cruise control	Electronic differential lock
Alarm system	Electronic stability control
Anti–lock brakes with brake assist	Front fog lights
Auto–dimming rear view mirror	Headlight washers
Automatic headlights	Isofix child safety seat fasteners for rear outer seats
Automatic post–collision braking system	Leather steering wheel with gear knob
Autonomous emergency braking system	LED daytime running lights
Bi–Xenon headlights	Misfuelling prevention system
Bluetooth mobile phone connectivity	Parking sensors front and rear
DAB digital radio/CD with 6.5–inch touchscreen, 8–speakers, USB, SD card and auxiliary sockets and steering wheel controls	Pre–crash system
	Rain sensor
	Rear privacy glass
Driver, passenger, side, head and driver's knee airbags with passenger side de–activation switch	Remote central locking
	Speed limiter
Driver drowsiness detection system	Sport suspension lowered by 15 millimetres
Driver profile selection	Sports seats
Dual–zone climate control	Stainless steel pedals
Electric and heated door mirrors with power folding	Traction control
	Tyre pressure loss indicator

What's Hot Faster acceleration and a higher top speed. 1g/km less CO_2 means that the Golf is cheaper for company car tax by one per cent. Engine meets the upcoming Euro–6 emissions regulations. A 1,600kg towing capacity means it can haul a decent–sized caravan. Has a larger boot than the Focus. Superb quality materials used throughout the cabin. Badge cachet means the Golf is more highly sought after than the Focus. Resale values expected to be high.

What's Not Engine not quite as torquey as the Ford unit, and is 1bhp less powerful. More expensive to insure. A smaller fuel tank means the maximum range isn't quite as good as the Focus. Far too much tyre and road noise at motorway speeds. Interior design is a touch too corporate, and doesn't feel special enough.



"... the Golf GTD is a calmer but blander drive, and is almost too civilised for its own good, lacking the more engaging zest of its rival.

The pendulum swings in the favour of the Ford when it comes to insurance costs, with the ST falling into group 24, while the more expensive GTD sits in a banding two groups higher at 26. A 60-litre fuel tank in the Focus means that the maximum range of 888 miles trumps its rival, with the Golf having a smaller 50-litre tank and the ability to travel a total of 740 miles in optimum conditions. When it comes to maintenance, each car will need servicing every year, with the Ford requiring attention after 12,500 miles and the Golf informing the driver of when a trip to the dealer is necessary by way of an on-board computer. The driving style, condition of the oil and other factors all having an influence on how many miles are covered before the GTD needs a service. Each car boasts a three-year, 60,000 mile warranty for peace of mind.

EQUIPMENT AND PRICE



Volkswagen Golf
★★★★★



Ford Focus
★★★★½

Looking at the list prices of both of these cars is only part of the story, with the £23,995 Focus ST-2 costing a whopping £2,675 less than its £26,670 Golf GTD rival. The better equipped £26,295 Focus ST-3 would actually have been a better match in this test, but there wasn't an example available for test. A glance down the specification list of our two test cars, and it's obvious that the Volkswagen is the better kitted out of the two, with items like adaptive cruise control, parking sensors front and rear, power folding mirrors, and bi-Xenon headlights fitted as standard, in addition to safety kit like autonomous emergency braking, driver drowsiness detection, a knee airbag for the driver and a speed limiter. The Golf also has a larger touchscreen – 6.5-inches versus just 4.2 on the Focus – as well as a pair of extra speakers. But the Wolfsburg-built car doesn't have it all its own way, because the ST has half leather Recaro sports seats as standard, as well as that handy heated front windscreen.

Other equipment common to both vehicles includes Bluetooth mobile phone connectivity, DAB digital radio, 18-inch alloy wheels, an alarm system, automatic headlights and wipers and dual-zone climate control, as well as front fog lights, sporty metal pedals, an auto-dimming rear view mirror and a space saver spare wheel for emergency use in the event of a puncture.

With the Ford already ahead in the list price stakes, that lead is extended once you take into account the discounts that are available in the marketplace. Our researches secured a massive £4,876 off the list price bringing the cost of the Focus ST-2 down to just £19,119, a 20 per cent saving. We also found the plusher ST-3, closer in the equipment stakes to the GTD, available at £20,995, representing a £5,300 reduction, and the same 20 per cent discount. Both prices were found at online brokers www.drivethedeal.co.uk. By contrast, the savings off a Golf GTD weren't quite so good, with the best discount a little over 14 per cent. A saving of £3,922 is attractive nonetheless, bringing the cost of the Volkswagen down to £22,748 courtesy of www.broker4cars.co.uk. It does mean, though, that buyers can pick up the Focus ST-2 at a price that is £3,629 less than the Golf GTD, and a buyer could opt for the usefully better-equipped Focus ST-3 and still be £1,753 better off. Choosing ST-3 specification rather than the mid-range ST-2 means that you gain items like cruise control, keyless entry, rear parking sensors, bi-Xenon headlights, smoked alloy wheels with red brake calipers, a larger eight-inch touchscreen and full leather Recaro heated seats with electric adjustment.

Standard Equipment

Ford Focus

18–inch alloy wheels with 235/45/R18 tyres and space saver spare wheel	Electronic stability control
60:40 split/fold rear seats	Front fog lights
Alarm system	Heated front windscreen
Anti–lock brakes	Isofix child safety seat fasteners for rear outer seats
Auto–dimming rear view mirror	Leather steering wheel with gear knob
Automatic headlights	LED daytime running lights
Bluetooth mobile phone connectivity	Misfuelling prevention system
DAB digital radio/CD with 4.2–inch touchscreen, 6–speakers, USB and auxiliary sockets and steering wheel controls	Rain sensor
	Recaro sports seats with half leather upholstery
Driver, passenger, side and head airbags	Remote central locking
Dual–zone climate control	Sport suspension
Electric and heated door mirrors	Stainless steel pedals
Electric windows front and rear	Traction control
	Tyre pressure monitoring system

What's Hot Focus feels sportier, more finely honed than the Golf. Handles superbly through the bends, with communicative steering and lots of grip. Cheaper list price – even the better equipped ST–3 model is £375 less. Standard fit heated front windscreen a great feature in the winter. Recaro–branded seats are hugely supportive. 15lb ft of extra torque and a crucial 1bhp more, giving it the lead in a Top Trumps–style competition. Cheaper to insure. Larger fuel tank gives a considerably bigger range. It meets the latest Euro–6 emission standards.

What's Not Ride comfort isn't as good as the Golf and far too firm over all surfaces. Not nearly as well equipped – pricier ST–3 is a better match equipment wise. The 1g/km different in CO_2 means that the Focus sits one company car tax benefit–in–kind band higher. The central rear exhaust means you can't tow with the Focus ST. The boot is a little bit smaller. Isn't quite as fast accelerating and has a lower top speed. Some of the plastics lower down on the dashboard aren't as plush as at the top.

VERDICT



Volkswagen Golf
★★★★★



Ford Focus
★★★★½

It's a head or heart choice here. There's a very reasonably arguable case to be made for the Golf GTD to come out in front, edging it marginally on performance and boasting lower running costs in some areas. Its slightly bigger boot and high class cabin are strong points too. But the Golf GTD's cabin is blander and more corporate than the Focus ST's, and the Ford with its huggy seats and snazzy interior design just feels that bit more special inside. What swings the verdict is the way these two feel from behind the wheel. The Focus ST just impresses for being that crucial bit sportier and more fun that its VW rival. So although we're wooed by the quality and efficiency of the Golf, it's a resounding win this time for the frisky and frugal Ford.

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Kia Rio 1 1.1 CRDi

Price	£12,245
Made in	Sohari, South Korea
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	1120cc, 3–cylinder, 12–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	74bhp @ 4,000rpm
Maximum torque	133lb ft @ 1,750–2,500rpm
Top speed/0–62mph	99mph/16.1 secs
CO_2 emissions (tax band)	86g/km (A) Euro 6
Economy (urban/extra urban/combined)	80.7/91.1/85.6mpg
Fuel tank size/range	43 litres/810 miles
Insurance group/BIK rate	2/16%
Size (length/width without mirrors)	4,050/1,720mm
Boot space (minimum/maximum)	288/923 litres
Kerb/max towing weight	1,225/800kg
Euro NCAP safety rating	★★★★★
DieselCar rating	★★★½

Surprisingly, Kia's Rio has been on sale in the UK in its current guise since 2011. And with car replacement times getting ever lower, it means that it's time for the Korean company's Fiesta rival to get a mid-life update. For that, read revised bumpers front and rear, new Euro-6 compliant engines, and the addition of DAB digital radio and electric and heated door mirrors on this level one model. There's also upgrades to the upholstery and tyre pressure monitors are now included as standard. Compared to before, CO_2 emissions have actually increased by a jot to 86g/km, while fuel economy on the combined cycle is now 85.6mpg, where previously they were 85g/km and 88.3mpg, respectively. In every day driving, though, it's unlikely that anyone will notice any difference.

The engine in the Rio follows the downsizing theme popular with car manufacturers, with the entry-level engine featuring a three-cylinder powerplant that develops 74bhp. While it's sprightly away from the lights, it quickly runs out of puff in the upper echelons of the rev range, and you'll need to engage in a lot of gear waggling to keep the engine on the boil. With your foot to the floor the unit becomes noisy and intrusive, and so this Rio is a happier companion at more leisurely speeds. Handling is safe and predictable, body lean while cornering is kept reasonably well in check, and the steering light enough to make it easy to thread through town traffic. The suspension soaks up imperfections quite nicely, delivering a comfortable ride in all but the deepest of ruts.



Despite being the cheapest model in the range, the cabin is actually quite attractive, with upmarket piano black appliqués and chrome detailing. All of the surfaces may well be hard to the touch, but they feel nicely finished and solid. The design of the dashboard is simple but elegant, with clearly labelled buttons for ease of use. Oddment space is well catered for thanks to a large area in front of the gear lever, while decent door pockets and an enormous glovebox provide extra storage. The driving position is quite good, with plenty of adjustment to both the seats and the steering wheel, but all-round visibility is quite poor, hindered by a shall rear screen and thick pillars. Up front, there's a generous amount of space, both in terms of leg and headroom, while in the rear, knee, foot and head space is well up to class standards. Moving to the boot, there's 288-litres of luggage room, which is a little bit less than some of the Rio's deadliest rivals, but is usefully larger than the Vauxhall Corsa and Volkswagen Polo. And it's easy to fold the rear chairs down, opening up the space to 923 litres, by a pull of a lever, though there's a step-up rather than the seats folding down flush.



What's Hot	Cheap price and generous seven–year warranty. Spacious cabin. Attractive dashboard design with clearly labelled controls. Lots of storage space, including an enormous glovebox. It's a simple, no–nonsense buy. Incredibly economical, with no vehicle excise duty to pay. Low insurance grouping.
What's Not	Runs out of puff all too quickly. Intrusive, noisy engine, especially when extended. High boot sill. Misses out on air conditioning, a boon in the summer months. CO_2 emissions and fuel economy figures marginally worse than the outgoing edition.
Also consider	Hyundai i20 S Blue 1.1 CRDi, SEAT Ibiza S 1.2 TDI Ecomotive

As an affordable no-nonsense machine this Rio hits a hole-in-one. A keen list price, no vehicle excise duty, low-cost insurance and a combined fuel economy figure of 85.6mpg means that this entry-level Kia will be one of the cheapest new cars on the market to run. Factor in the industry beating seven-year warranty and purchasing this Rio 1 becomes a bit of a no-brainer. DC



BMW 640d M Sport Convertible

Price	£71,530
Made in	Dingolfing, Germany
Configuration	2–door convertible, 4–seats, rear–wheel–drive
Drivetrain	2993cc, 6–cylinder, 24–valve, turbocharged diesel with stop–start
Transmission	8–speed automatic
Power output	308bhp @ 4,400rpm
Maximum torque	465lb ft @ 1,500–2,500rpm
Top speed/0–62mph	155mph/5.5 secs
CO_2 emissions (tax band)	153g/km (G) Euro 6
Economy (urban/extra urban/combined)	42.2/53.3/48.7mpg
Fuel tank size/range	70 litres/750 miles

Insurance group/BIK rate	50/28%
Size (length/width with mirrors)	4,894/2,081mm
Boot space (minimum/maximum)	300/350 litres
Kerb/max towing weight	1,935/0kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★½

As a motor noter, it's often difficult to keep up-to-date with all the latest developments from the German brands thanks to a constant flow of new models. BMW in particular has announced an all-new 7 Series, 2 Series Gran Tourer and X1 so far this year, along with facelifts to the 1, 3 and 6 Series. It's the latter that we drive here, in 640d Convertible guise, paired to meatier M Sport specification. Of the two equipment levels that are available with BMW's largest soft-top, it's the M Sport that presses the buttons of buyers, with almost 90 per cent of buyers choosing this racier trim. And it looks the part, with double-spoke alloy wheels, a purposeful body kit and black painted brake calipers. Compared to the last generation car, BMW has made the new 6 Series look more distinctive with standard fitment of full-LED headlights, revisions to the bumper and grille, as well as re-profiled door mirrors. There's also meatier exhaust pipes, and a fresh design for the rear bumper to give the impression that the car is wider. Moving to the cabin, modest changes have been made, with a new piano black finish to the console.

What hasn't changed is the storming performance served up by the 3.0-litre diesel engine, which catapults you down the road when you step on the loud pedal. Smooth, refined and quiet are just some of the attributes, with exceptional flexibility, and there's a nice growl when you demand extra power quickly. The eight-speed automatic transmission is silky in its operation, offering manual changes via the steering wheel paddleshifts. The steering is nicely weighted, delivering good feel and precision, while still remaining manoeuvrable at car park speeds. On fast back roads, the 6 Series feels nicely agile, with tight body control and excellent poise. And though all the power is sent to the rear wheels, grip levels are appreciably high. At low speeds the firm suspension actually soaks up the bumps and potholes remarkably well, despite a dynamic edge, and at motorway speeds the ride is nicely calm and pliant.





The inside of the 6 Series is beautifully finished with a leather covered dashboard giving a plush, upmarket feel. All of the buttons and switches operate with exacting precision, clearly labelled for ease of use and grouped together in a logical fashion. The piano black surfaces look smart, and even seem to shrug off dirty finger marks. The position of the navigation screen is close to perfection, all controlled by the rotary iDrive dial that's located to the left of the gear lever. With the roof down, you'll need to watch out for reflections from the sun, though, as it can mask some of the key instruments and displays, and the one-touch indicators can be bothersome if you're not used to how they operate. You sit down low, as you would expect from a car with a sporting pedigree, with plenty of space up front to stretch out in the hugely supportive chairs. The 6 Series works best as a two-seat grand tourer, as room in the back is at a premium for anyone more than average size. Boot space is a little less than some of its competitors, but the area is well shaped and large enough to stow luggage for two.

What's Hot	Effortless performance, with hugely flexible engine. Superb refinement. Handles neatly. Beautifully appointed cabin, with supportive front seats. Controls sensibly grouped together. Widescreen infotainment screen perfectly placed.
What's Not	Pricey. Instruments suffer from annoying reflections in sunny weather. Rear seat space is at a premium. Rearward vision is limited with the roof up due to shallow rear window. Boot space smaller than rivals.
Also consider	Audi A5 Cabriolet S line Plus Special Edition 3.0 TDI quattro, Mercedes–Benz E 350 BlueTec AMG Line Cabriolet Automatic



Jaguar XJ L Portfolio 3.0 V6 Diesel

Price	£70,980
Made in	Castle Bromwich, UK
Configuration	4–door saloon, 5–seats, rear–wheel–drive
Drivetrain	2993cc, V6, 24–valve, turbocharged diesel with stop–start
Transmission	8–speed automatic
Power output	271bhp @ 4,000rpm
Maximum torque	443lb ft @ 2,000rpm
Top speed/0–62mph	155mph/6.4 secs
CO_2 emissions (tax band)	167g/km (H) Euro 5
Economy (urban/extra urban/combined)	36.7/50.4/44.8mpg
Fuel tank size/range	82 litres/808 miles
Insurance group/BIK rate	49/31%
Size (length/width with mirrors)	5,252/2,105mm
Boot space	520 litres
Kerb/max towing weight	1,850/0kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	★★★★½

The unveiling of a facelifted edition of the Jaguar XJ (see page 12) coincides nicely with an opportunity for Diesel Car to complete a farewell test of the current car. And far from being off the pace, despite having been on sale for five years, we believe it still puts up a strong fight against newer competition. But with a new BMW 7 Series coming in October, Jaguar's flagship will need to be at the top of its game to tempt buyers away from its German adversaries.

To our eyes, the exterior of the XJ remains edgy and modern, and the latter is true for the mechanicals found under the bonnet. The 271bhp 3.0-litre V6 diesel engine serves up effortless performance, wafting you along at a vast rate of knots. Silky smooth in its operation, the engine remains utterly hushed unless you plant the accelerator pedal into the footwell, when it then delivers a delicious sounding growl from the V6 powerplant. At motorway speeds the engine is so quiet that it serves to amplify the amount of wind noise entering the cabin, but that's not because it is excessive, it's just that the ambience is so serene. Ride comfort is on the sporty edge of the spectrum and while at low speeds there's a level of firmness to the suspension, it becomes more accomplished the faster you travel. At motorway speeds the comfort levels are beautifully high, creating a car that could literally cross continents with ease. But unlike some of its luxury rivals, make a detour onto back roads and the XJ delivers an involving experience for the driver. There's entertaining handling, agile, precise and well-weighted steering, together with excellent body control and generous amounts of grip and surefootedness. Make no mistake, this is the benchmark for driver satisfaction in the luxury car class.





And Jaguar continues to set the standards for interior ambience and comfort, too, with a cabin that is beautifully finished and crafted from the finest materials. Attention to detail is sublime, from the sumptuous comfort of the driver's seat to the delightful touches like the rotary gear selector that rises up from the centre console, it's clear that Jaguar engineers have created something rather special with this XJ. Cossetting seats deliver first rate comfort and lateral support, while electric adjustment enables the driver to attain the perfect driving position. All of the controls are nicely crafted from plush feeling materials, and the touchscreen display is perfectly placed for ease of use. It's just a shame that the interface is so out of date with clunky graphics, but we already know that a more modern system will become available on 2016 model year cars. Rather than traditional instruments and dials, there's a widescreen digital cluster delivering great clarity, with the added advantage that the driver can configure it to their own requirements.

What's Hot	Sumptuous cabin with exquisite use of materials and a bespoke feel. Digital instruments provide great clarity, and audio system delivers superb sound. Armchair–like seating. Generous space to spread out in the rear. Class–leading boot space. Pacey performance with super smooth engine. Top–notch dynamics and excellent refinement.
What's Not	Dated infotainment system. Not quite as frugal as some rivals. Rear visibility poor. Doesn't have some of the hi–tech safety equipment that some competitors have.
Also consider	Audi A8 L SE Executive 3.0 TDI quattro, Mercedes–Benz S 350 d AMG Line L

Spaciousness is one of the key attributes of the long wheelbase XJ and head and legroom are plentiful both front and rear. Boot space is another of this Jaguar's strongpoints, with a class-leading 520 litres of available space. Manoeuvrability is helped by the standard fitment of parking sensors all round on our Portfolio specification test car, together with a handy rear mounted camera. Other premium equipment fitted to all XJs include a panoramic roof, heated front windscreen, bi-Xenon headlights, privacy glass and satellite navigation with DAB digital radio.

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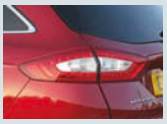
It's all well and good testing cars on new car launches or for a week at a time, but what are the latest models really like to live with on a day-to-day basis? A car can perform very differently on familiar roads, and when the family are subjecting it to more mundane, everyday tasks. It's the time when annoying niggles are discovered or reasons why a particular car is better than the opposition. Our test team scrutinise every aspect of our fleet of long-term test cars, delivering our verdict over a six to twelve month test period. If there's a car that you would like to see on test, drop the editor a line at any of the usual addresses. We would also love to hear from you if you're running a similar model – it's always great to compare notes and get reader feedback.

OUR CARS



TOYOTA VERSO
Excel 1.6 D-4D
Simon Hacker





FORD MONDEO ESTATE
Titanium 2.0 TDCi PowerShift
Ian Robertson





SEAT LEON X-PERIENCE
2.0 TDI DSG Automatic
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AUDI A4 AVANT
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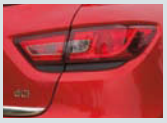
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Dynamique MediaNav dCi 90
Alan Anderson





Toyota Verso Excel 1.6 D-4D

Toyota's recently revised Verso has landed in the Diesel Car long-term fleet. It's powered by BMW, but is it the Ultimate Domestic Machine? **Simon Hacker** sizes it up.

Landing on my drive on Election Day, the Toyota Verso is eager for family votes. By coincidence though, I was expecting a fridge to be delivered from Curry's at the same time, so the comparison with large white goods was inevitable. It is, you might say, all very hashtag LWT (Large White Thing), but reader beware: I suspect the first month of testing already proves our new Verso is a bit more than that.

To stretch that election metaphor, you could be forgiven for suspecting Toyota's policy changes for the diesel option suggests some sort of austerity package. When it was revamped for 2014, BMW parachuted in its ubiquitous 1.6-litre turbocharged unit (thereby gaining, as part of a broader deal, access to Toyota's electrical wizardry). So capacity-wise, we see a cut of 400cc, and while it's still a seven-seater, it remains highly conservative within that definition: seven can technically fit in, but groans of discomfort are likely to ensue from any fully grown human so foolish as to volunteer long-haul for the rear-most seats.

As a tax-dodging extra bedroom though, it does just about work: thanks to the sweat-free, idiot-proof design which makes levelling all the seats into a flat floor easy for even someone as technologically challenged as me, you could – were you so minded – sleep in the back of this modest behemoth.

Further cuts concern engineering: BMW's arrival spells a reduced top speed against the old 2.0-litre model, and the time required to break the national speed limit has risen from 11.3 seconds to a kettle-boiling 12.7. However – and it's a big however – all of that disregards the true picture when it comes to driving this car. Before you set off, there are hints as to the wisdom behind Toyota's strategy: fuel economy has been boosted by more than 5mpg; while CO_2 emissions are slashed by 10g/km, and insurance ratings inevitably have dropped a couple of bands. And ironically much of the appeal comes directly from these changes: this engine might be smaller, but it's perky to pilot, silky smooth and librarian-quiet – almost making you think of… a BMW. It works in harmony with Toyota's positive six-speed manual box, obeys the incessant on/off demands of stop-start traffic without blinking and, so it seems as yet, returns credible mpg results even if your day is a tangle of short journeys.



Maximising these positives, the Verso handles with true









conviction. Okay, it's no rabid terrier on a winding road, but it's roll and jelly-free and the steering is nicely weighted, giving a great feel of what's going on beneath your bottom. Suspension, too, is commendable: it soaks up the average English road's rubbishness and edits it out of the ride with remarkable efficiency. Overall, there's not much to distract you from enjoying the (really rather good) music and entertainment system, part of which on this top level of spec includes a satellite navigation system that, so far, has proved finger and brain-friendly. Other early appeals include the offset dials (though 30mph, as with the mindset of half the idiots who live in my postcode, seems to have disappeared) and the cabin's elbow-friendly girth and the body shape… yes, make no mistake, despite the casual grunts that car fashionistas might throw in the direction of Toyota, this is a handsome-looking MPV. I guess that slight compromise on space for seven translates into an obvious advantage when you're hoping to achieve a silhouette that sidesteps comparison with the Royal Mail.

It soaks up the average English road's rubbishness and edits it out of the ride with remarkable efficiency.

Beyond that, initial appraisal suggests it's a case of what's not to like: given a specification that reads like War and Peace, it's a red-carpet car. My three year old has asked where the sunroof is though and why, unlike Porsche's Cayman, it appears to lack a "bloody fast" button. Ah Toyota, you can't please all the occupants all the time, but six out of seven certainly ain't bad. My own snap verdict? It's miles cooler than a Curry's fridge.

Simon Hacker DC

Standard equipment:

- 17–inch alloy wheels with 205/55/R17 tyres and space saver spare wheel
- Anti–lock brakes with electronic brake–force distribution
- Auto–dimming rear view mirror
- Automatic headlights
- Bluetooth mobile phone connectivity
- Climate control
- Cruise control
- DAB digital radio with USB and auxiliary sockets, six–speakers and steering wheel controls
- Driver, passenger, side, head and driver's knee airbags with passenger side de–activation switch
- Electric and heated mirrors with power folding
- Electric windows front and rear
- Front fog lights
- High–intensity discharge (HID) headlights with washers
- Hill start assist
- ISOFIX child safety seat fasteners
- Keyless entry and start
- Leather steering wheel and gear knob
- LED daytime running lights
- Part leather upholstery
- Rain sensor
- Rear privacy glass
- Remote central locking
- Reversing camera
- Roof rails
- Satellite navigation
- Thatcham category one alarm system
- Traction control
- Vehicle stability control

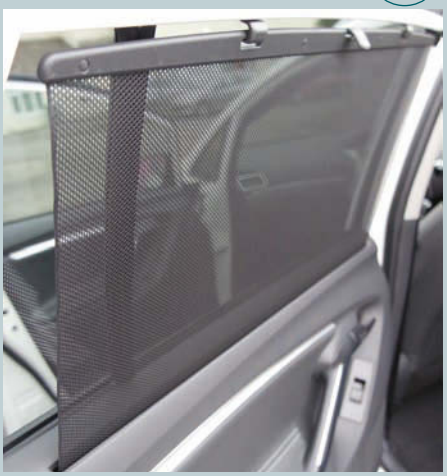


WHAT'S HOT



I love the convex POD mirror (Parent's Observation Device) – great for checking that none of the kids have escaped en route.

WHAT'S NOT



The retractable door blinds are a nice touch, but mischievous hands pull them out then let them retract with a resounding and distracting thwack!

Price when new	£24,495
Price as tested	£24,495
Colour	Pure white
Made in	Sakarya, Turkey
Configuration	5–door MPV, 7–seats, front–wheel–drive
Drivetrain	1598cc, 4–cylinder, 16–valve, turbocharged diesel with stop–start
Transmission	6–speed manual
Power output	110bhp @ 3,600rpm
Maximum torque	199lb ft @ 1,600–2,400rpm
Top speed/0–62mph	112mph/12.7secs
CO_2 emissions (tax band)	119g/km (C) Euro 6
Economy (urban/extra urban/combined)	53.3/68.9/62.8mpg
Economy (on test)	44.5mpg
Fuel tank size/range	55 litres/760 miles
Insurance group/BIK rate	14/21%
Size (length/width without mirrors)	4,460/1,790mm
Boot space (7/5/2-seats)	114/399–699/1,655 litres
Kerb/max towing weight	1,540/1,300kg
Euro NCAP safety rating	★★★★★ (pre-facelift tested)
Arrived	7th May 2015
Mileage	895 miles
Costs	None
Faults	None



FORD MONDEO ESTATE
Titanium 2.0 TDCi Automatic

Arrived	13th May 2015
Mileage	1,207 miles
Fuel Consumption	57.7mpg (official combined) 43.2mpg (on test)
Costs	None
Faults	None

As Glenn Frey once sang, the heat is on, and that's certainly been the case in recent weeks. Let's just hope that the weather lasts out, or maybe I've spoken too soon. There's no doubting, though, that a dash of sunshine improves things immeasurably. Especially if you've just taken delivery of a beautiful new car, the air conditioning is chilling you nicely and you've got some melodic tunes pumping out of the speakers. In my new long-term Mondeo, I spent an extra £450 and upgraded to the Sony branded system and it sounds phenomenal – it's worth every penny. There are twelve uprated speakers dotted around the cabin, which are crystal clear when playing from my entire music collection that's contained on my iPhone. I still find it remarkable that a record shop's worth of vinyl can be contained on a device that is no larger than an average-sized wallet. When I first began driving back in the 1990s, it was simply radio or cassette tapes, though I can recall my Dad buying me my first in-car CD player for my birthday around 1993. Fast forward to 2015 and CD players are now a dying breed, overtaken by Bluetooth audio streaming and music players connected via auxiliary or USB sockets. Though my long-term Mondeo does in fact still have a CD player, the number of cars that do without a slot in the dashboard are growing fast. I'd be very surprised if the next generation Mondeo still has one. Come back sometime in 2020 to find out!

One of the best features of the audio system in the Mondeo is the oversized volume dial that sits proudly in the middle of the central stack. So many cars these days have the volume button hidden, so you're hunting around with your eyes off the road. Not in this big Ford, your hands are drawn to it instantly, and with a twist of the dial, you can instantly adjust the levels. And because it is so prominent, I find that I'm instinctively drawn to using it rather than the duplicate controls mounted on the steering wheel.

One control that I find grates on me every time that I use it, is the electric handbrake button, located just to the left of the gear lever, and ahead of the cupholders. And that's because I think that Ford engineers could have done so much better with the design and feel of an item that you use several times a day. It just feels so downmarket in comparison to the rest of the cabin, and some chrome embellishment or weightier material could make it feel so much nicer. Instead it feels very Fisher Price and I think it spoils what is essentially a pretty good cabin, and one that I generally rate over the newer VW Passat, except when it comes to tactility of that button. Maybe just maybe, I need to get out more...

Ian Robertson



WHAT'S HOT



I love the big volume button on the audio system. It makes adjusting the sound levels easy as pie.

WHAT'S NOT



The electric handbrake button feels downmarket and at odds with the rest of the interior.



SEAT LEON X-PERIENCE
SE Technology 2.0 TDI DSG Automatic

Arrived	1st April 2015
Mileage	2,881 miles
Fuel Consumption	57.6mpg (official combined) 45.6mpg (on test)
Costs	Replacement tyre (£226)
Faults	None

The month started so well. Having an estate car fits perfectly with my natural inclination to carry a lot of kit around with me 'just in case'. I blame my father for this deeply ingrained habit. He always took a boy scout's 'Be Prepared' attitude to life, and it has inevitably rubbed off. So the Leon's roomy boot puts a smile on my face every time I open the tailgate. There is also a special reason why having a commodious car is particularly pertinent this summer. I'm the organiser for a charity fund-raising stand at an autumn Autojumble, and the Leon is being pressed into regular service carting loads of donations to our storage centre.

But after a good start to the month, a small problem has just turned into an irksome experience. Driving in the Cotswolds, I was forced into a pothole by a rapidly driven van coming in the other direction on a narrow lane. Nothing seemed amiss, until a while later, when a tyre pressure warning suddenly appeared on the dashboard. Stopping at a garage to check, I discovered that the front nearside tyre was showing under-inflation of 0.6 bar, and a very small bulge had appeared in the sidewall. Damn. I was far from home. What to do? Checking for a local SEAT dealer in the satellite navigation system, I discovered that SEAT Swindon was only four miles away. So I pumped up the tyre and drove cautiously to where help would hopefully be forthcoming. Just before 5pm I pulled up outside the service department, which had a sign saying it was open until 6pm. Excellent! What I didn't expect was the unhelpful response of the service receptionist when I explained the problem. The technicians all knock off at 5pm, he told me. Then, rather patronisingly: "I'm sorry my darlin', I wish I could help you but I can't." So there I was, with a new SEAT car, with a problem that could potentially leave me stranded, at a SEAT dealer within advertised working hours, and being denied any kind of assistance. I wasn't even offered help to change the wheel for the emergency spare in the boot, which could have been a temporary solution, although who would really relish a 130-mile trip limited to a maximum speed of 50mph?



SEAT has worked hard in recent times to upgrade its customer service reputation, and has climbed up the satisfaction charts, but that was not in evidence here. So I rang SEAT's UK headquarters to see if they could bring some influence on their dealer to do better. Result. A helpful salesman from the adjoining showroom suddenly appeared and sprang into action. He found the service manager, who located a homeward-bound technician. There was a display Leon X-PERIENCE in the showroom, so they removed one of its wheels and swapped it with the damaged one on my car. An arrangement was then made for a replacement tyre to be delivered to the dealer the next day. Meanwhile, I was sorted and ready for the drive home. This is exactly the kind of can-do service that any customer with a new car and a disabling problem ought to expect from a franchised dealer. SEAT's Swindon dealer came good in the end, but it was just a pity that it took intervention from headquarters to achieve it.

Sue Baker

WHAT'S HOT



The great big boot – all 587 litres of it – that happily swallows all the luggage you want to load into it. Then there's the 1,470 litres of cargo room available with the rear seats folded down.

WHAT'S NOT



The cabin is trimmed in a rather sludgy shade of brown Alcantara, which I rather like, but some passengers have been rude about.



AUDI A4 AVANT
SE Technik 2.0 TDI ultra

Arrived	17th March 2015
Mileage	5,168 miles
Fuel Consumption	67.3mpg (official combined) 43.6mpg (on test)
Costs	None
Faults	None

Honda created a whole advertising campaign around the fact that when something works as it should, you take it for granted – but when it fails to deliver, it really grates. That's human nature for you. Whenever a new long-term test car arrives, I set about making notes, including particularly good or bad points for the What's hot and What's not panels. When the Audi arrived I thought I'd love everything; that the positives column would be overflowing, while the negatives list would be empty. But it hasn't worked out like that. My list of possible improvements is rather longer than the things that Audi has got spot on – because the things that are just right I take for granted, so they don't seem noteworthy. All those poor designers and engineers who have slaved over this car, making it as efficient as it is; their work is just dismissed as 'up to scratch'. Talk about unfair!

The A4 had the chance to really shine recently, when I took it to Belgium to explore what the Spa Classic weekend had to offer. This three-day historic motorsport extravaganza was a working trip, so I had to take camera and computer equipment, plus clothing and a boot-full of camping paraphernalia. I took three friends along, all of whom needed to take their stuff too, so we weren't exactly travelling light. The Audi travelled in convoy with a dozen or so classic cars, so the pace was hardly frenetic most of the time, but that's not to say it was uneventful. When the windscreen of a Triumph Herald shattered near Brussels, the Audi's hazard warning lights and triangle warned oncoming traffic of the dangers.

When everybody seemed to be struggling with their windscreen-mounted navigations systems, the Audi's integrated set-up was quite brilliant. Easy to add a destination, the system flags up the next three pieces of useful information, including manoeuvres, services and roadworks, closed lanes or queues. As I was leading the convoy on the way back, I could plan pit stops based on how far apart the various rest and fuel stops were. But with so much paraphernalia in the boot, I couldn't see anything through the rear-view mirror, so on the motorway I was reliant on the door mirrors, while the parking camera and sensors were invaluable when it came to reversing manoeuvres. Both of these are further reasons as to how Audi has got it just right; a lot of modern cars have rising waistlines and under-sized mirrors that reduce rearward visibility substantially. Until I had to cover 1,000 miles with no vision through the back window, I hadn't realised just how well designed the mirrors and camera are. Yet another example of when something just works as it should, you just take it for granted.



Richard Dredge

WHAT'S HOT



By flagging up the next three points of interest along a pre-set route, the navigation system makes journey planning much easier.

WHAT'S NOT



The multi-media system won't read my late-model Apple iPod classic, so I've had to resort to using an old iPhone instead to play music.



KIA SOUL
Maxx 1.6 CRDi

A few long journeys have got us entirely used to the Soul, and even the irritating chimes now cause only a raising of the eyebrows rather than full-on comment. There has been one unwanted happening though, to the windscreen, which one morning I came out to find decorated with a two-foot crack. Autoglass are the people to deal with that, and a call to the Kia press office put me in touch with them. An appointment was booked for around a week later, on which day the two Autoglass technicians arrived within the time window specified (1 to 6pm) and were happy to answer all the questions I put to them, such as why the screen had cracked overnight when the car wasn't even moving. Apparently that's very common, and down to changing temperature and resultant contraction after a stone has caused a tiny chip in the screen. The job, in this case of course a full replacement, not repair, was completed in little over an hour, after which I was told firmly not to drive the car for a couple of hours. The reason for that certainly isn't obvious. In fact it's because if the airbag operated within that time it could well blow out the windscreen (with its unset adhesive), thereby being less than effective at its job. You really do learn new things every day.

With forward view out of the Soul restored to max, I thought I should also commend the rearward one. That's not on account of the direct human view, which is helped by the deep rear window and hindered by the enormous rear pillars, but is down to the superb reversing camera. This is as clear as you could want, and carries helpful coloured boxes to illustrate where you're about to end up; as you might expect these show a slightly larger area than the car will actually cover. With practice, the system is a genuinely worthwhile safety aid, and it's standard kit with all diesel engined Souls.

On a less vital note, I'm still bemused about the lack of a CD player. It doesn't seem that long ago that all top specification cars were uniformly fitted with a six-disc CD autochanger, often in the boot. Now, with the benefits of USB memory sticks (all Soul models are fitted with USB and AUX-in ports) that can hold your entire music collection without breaking digital sweat, there's really no need for these expensive disc changers. But why not keep a single CD player? It surely can't cost a vast amount, and would enable owners to put in the odd CD when they haven't had time, or possibly the know-how, to put it onto a USB stick.

Peter Cracknell



Arrived	4th March 2015
Mileage	3,244 miles
Fuel Consumption	56.5mpg (official combined) 48.1mpg (on test)
Costs	Insurance excess for a cracked windscreen (£80)
Faults	None

WHAT'S HOT



Reversing camera offers a brilliantly clear view.

WHAT'S NOT



There's room for a CD player, but it's not there.



Volvo V40 Cross Country D4 SE Nav Geartronic

Our long-term Volvo V40 Cross Country has a new custodian for its final weeks on the fleet, as **Simon Thompson** reports.

This situation is a bit of an odd one for the Volvo and I, with this being the V40's final goodbye report, yet my first time putting anything to paper about the car. And there's much to say, cramming what should be six months' worth of findings, occurrences and highs and lows of V40 'ownership' into one summarised conclusion. Granted I've only had charge of the V40 for around a month, but we've covered some miles together and bonded very nicely. There is of course the odd feature that I'm not so sure about, but likewise there is plenty to really commend and appreciate.

Those of you who have followed the V40's time with Diesel Car might recall how Richard Dredge was averaging a fairly low 43.3mpg, and someway off the official 65.7mpg. Happily though, on the brim-to-brim fill-ups that I've been doing while in my care, the figures have been a fairly consistent average of 51.5mpg. It's still a little way off the claimed figures, but taking into consideration the power on offer of almost 190bhp, and my penchant of wanting to use a fair number of them, the economy figures are pretty pleasing numbers nonetheless.

What's also smile-inducing is the overall design of the car; it's refreshingly left of centre and über Scandinavian cool, both inside and out – and especially when looking at the rear. Inside the V40, the layout, materials and overall ambience is excellent, from the mood lighting that can be set to change colour depending on the temperature, through to the optional panoramic glass roof and hard wearing seat fabric that complements the Cross Country badge well. It all just works.

An important feature on any car I'm driving is the quality of the sound system, and the V40 does not disappoint. My music collection has never sounded so good! Okay, it's an option, part of the £2,000 Xenium pack, but by far the V40's best party piece is the self-parking feature. Perfect for those drivers who struggle with parallel parking and who simply want to impress their four year old nephew with frequent requests for 'no hands parking'. It is an impressive piece of kit and even more so to witness. Only once has it parked me at a 45 degree angle a distance away from the kerb on a rainy day in Llandudno. Frustratingly, I only deployed the feature to show off a little, but to an adult this time around.

In its final month, it has needed a trip back to the dealer for an intermittent issue with the satellite navigation – first experienced by Richard Dredge – that then became a permanent issue under my care. Travelling down the M6, close to Birmingham, the car thought we were in the Irish Sea, obviously some way off the true location. Luckily I can read a map and road signs, but thought it best to get it sorted out, and so it was a good excuse to experience Volvo's customer care at the main dealer. Taking it in to Paul Rigby of Birmingham, I was told initially a simple update was required, which appeared











slightly odd with the car not being a year old. However further poking around concluded that a dodgy GPS unit in the 'shark fin' aerial on the roof was at fault and a new unit was ordered. The dealership was busy, but everything was done efficiently, even taking the time to wash the car and top-up the washer fluid. Parting words from the service department made me smile – "don't drive fast and don't wash it for a while, it's glued on".

> What's also pleasing is the overall design of the car; it's refreshingly left of centre and über Scandinavian cool, both inside and out…

Minor annoyances aside, this Volvo V40 is a car that I would happily recommend to anyone from my short experience, as it's well sorted and dares to be different – bland it certainly is not. Though if the choice of specification and colour was left to me, I'd be ordering a sporty R-Design model in the outlandish hue of Rebel Blue, combined with a manual gearbox!

Simon Thompson DC

Standard equipment:

16–inch alloy wheels with 205/60/R16 tyres and tyre repair kit
60:40 split/fold rear seats
Anti–lock brakes with brake assist
Anti–theft alarm
Automated emergency braking
Bluetooth mobile phone connectivity with audio streaming
Climate control
Cruise control and speed limiter
DAB digital radio/CD/DVD with USB socket and steering wheel controls
Driver, passenger, side, head and knee airbags with passenger de–activation switch
Dynamic stability control
Electric and heated mirrors with power folding
Electric windows front and rear
Hill start assist
Isofix child safety seat fasteners for rear seats
Leather steering wheel and gear knob
Pedestrian airbag
Rain sensor
Remote central locking
Roof rails
Satellite navigation
Traction control
Voice control

Optional equipment fitted to the test car:

17–inch Larenta alloy wheels with 225/50 tyres (£550)
Active TFT crystal driver's information display (£300)
Adjustable steering force (£100)
Driver support pack – Adaptive cruise control and distance alert, blind spot information system with cross traffic alert, collision warning with full auto brake, driver alert control with active high beam, lane keeping aid, pedestrian and cyclist detection, queue assist, road sign information display (£1,900)
Flexible load floor with grocery bag holder (£100)
Frameless autodimming rear view mirror (£150)
Gear shift paddles (£150)
Geartronic transmission (£1,550)
Keyless drive with personal car communicator (£550)
Metallic paint (£550)
Shimmer graphite aluminium trim (£0)
Tempa spare wheel and jack (£150)
Volvo On Call (£450)
Winter pack – headlight cleaning system, heated front seats, heated front windscreen (£500)
Xenium pack – automated park assist, electric front seats, fixed panoramic sunroof, rear camera (£2,000)



VOLVO V40 CROSS COUNTRY
D4 SE Nav Geartronic

WHAT'S HOT



Paddle shifts almost instantly respond to up and downshifts. It enhances the driving experience really nicely.

WHAT'S NOT



The gearbox can be indecisive as to which gear it wants to be in, especially when rolling onto roundabouts. It makes driving smoothly more difficult, and very jerky.

Price when new	£28,320
Prices as tested	£35,770
Colour	Osmium Grey metallic
Built	Ghent, Belgium
Layout	5–door crossover, 5–seats, front–wheel–drive
Engine	1969cc, 4–cylinder, 16–valve, turbodiesel with stop–start
Transmission	8–speed automatic
Power output	188bhp @ 4,250rpm
Maximum torque	295lb ft @ 1,750–2,500rpm
Top speed/0–62mph	130mph/7.5secs
CO_2 emissions (tax band)	112g/km (C) Euro 6
Economy (urban/extra urban/combined)	56.5/72.4/65.7mpg
Economy (on test)	51.5mpg
Fuel tank size/range	60 litres/867 miles
Insurance group/BIK rate	26/20%
Size (length/width with mirrors)	4,370/2,041mm
Boot space (minimum/maximum)	324/1,021 litres
Kerb/max towing weight	1,481/1,500kg
Euro NCAP safety rating	★★★★★
Date arrived	1st October 2014
Mileage	17,708 miles
Costs	None
Faults	Satellite navigation failure traced to a dodgy GPS aerial



Citroën Grand C4 Picasso Exclusive+ BlueHDi 150 Automatic

Fresh from scooping the award for best MPV for a second year, our Grand C4 Picasso exits the Diesel Car long-term fleet and heads back to Citroën's headquarters.

An overnight trip to France felt like a fitting way to bid bon voyage to the Grand C4 Picasso. After close to ten months and 12,500 miles in my care, the flagship Citroën has flown back to the mothership. With three generations of family on board, six of the seven seats were in use, leaving one for the overnight luggage. The Brittany Ferries crossing between Plymouth and Roscoff is a surprisingly relaxing way to cross the Channel. Leave Devon at bedtime, spend the night in an en-suite cabin, arrive in Brittany at dawn, before heading straight to the nearest patisserie for coffee and croissants. It's highly recommended.

So too is the Grand C4 Picasso. Despite my initial reservations of 'owning' a people carrier, I've grown to love the flexibility and space it provides. Crucially, it has stolen the hearts of everyone who has travelled in it. Children, grandparents, friends, and even the dog have been won over by the big Citroën. Almost everyone believed it was too stylish to be a people carrier and – 18 months since launch – it remains the freshest looking seven-seat MPV you can buy. Others were quick to praise the seat configuration and the way it can transform from a conventional five-seat vehicle to a full-fat seven-seater. A few were blown away by the 12-inch high-definition display and vast array of toys and gadgets offered by the Exclusive+ trim. Personally, I loved the way it made everything so easy. From long airport slogs to the weekly trips to football practice for the boys, the Grand C4 Picasso was a proper jump-in-and-go car. No fuss, no hassle, just very easy. I was also very impressed with the load capacity, as demonstrated during the recent trip to Ikea. Seeing other families struggling to fit smaller loads than ours into their estate cars demonstrated just how flexible the Grand C4 Picasso truly is. Obviously with the full quota of seats in their upward position the level of luggage space does suffer, but that's not a problem isolated to the Citroën.



It wasn't all plain sailing. The electrical gremlins were never far from the surface and we had grown to ignore most of the warning bells and messages. And while the engine continued to loosen up and grow more efficient, the automatic transmission became more laboured and sluggish. The up-changes, especially when hurried, were slow, with the next gear engaged with all the subtlety of a sledgehammer. Personally I'd go for the six-speed manual gearbox, which may have the added benefit of improving fuel economy. Talking of which, try as I might, I couldn't get the average economy above 44mpg. Don't get me wrong, I think that's a respectable figure for a practical workhorse such as this and I've









never attempted to hyper-mile. But those looking to make budget calculations may wish to take this into consideration when deciding whether to buy a C4 Picasso.

> The sound of silence from six happy passengers was music to my ears.

The return crossing onboard the good ship Bretagne gave me a good chance to reflect on my opening statement back in the December issue. 'I'd never buy an MPV', I claimed, suggesting they do little a good estate car or SUV can't do. Turns out I was wrong. The children loved sitting in the middle row, taking advantage of the tables and the reading lights. It was also good to have the option of the third row of seats, even if they weren't in use all the time. Does this mean I'm a convert? Well yes and no. Yes, in the respect that I would happily recommend this car to a friend. But even taking into consideration the bells and whistles offered by the Exclusive+ trim, I'd still prefer the dynamic abilities associated with an estate car. I just enjoy driving too much, which is something you'll struggle to do in a Grand C4 Picasso. Although the sound of silence from six happy passengers was music to my ears. Cheerio, Citroën. We'll miss you.

Gavin Braithwaite-Smith DC

WHAT'S HOT



I'm really going to miss the heated Nappa leather seats and massage function.

WHAT'S NOT



But I won't miss the automatic transmission, which became increasingly lethargic.

Standard equipment:

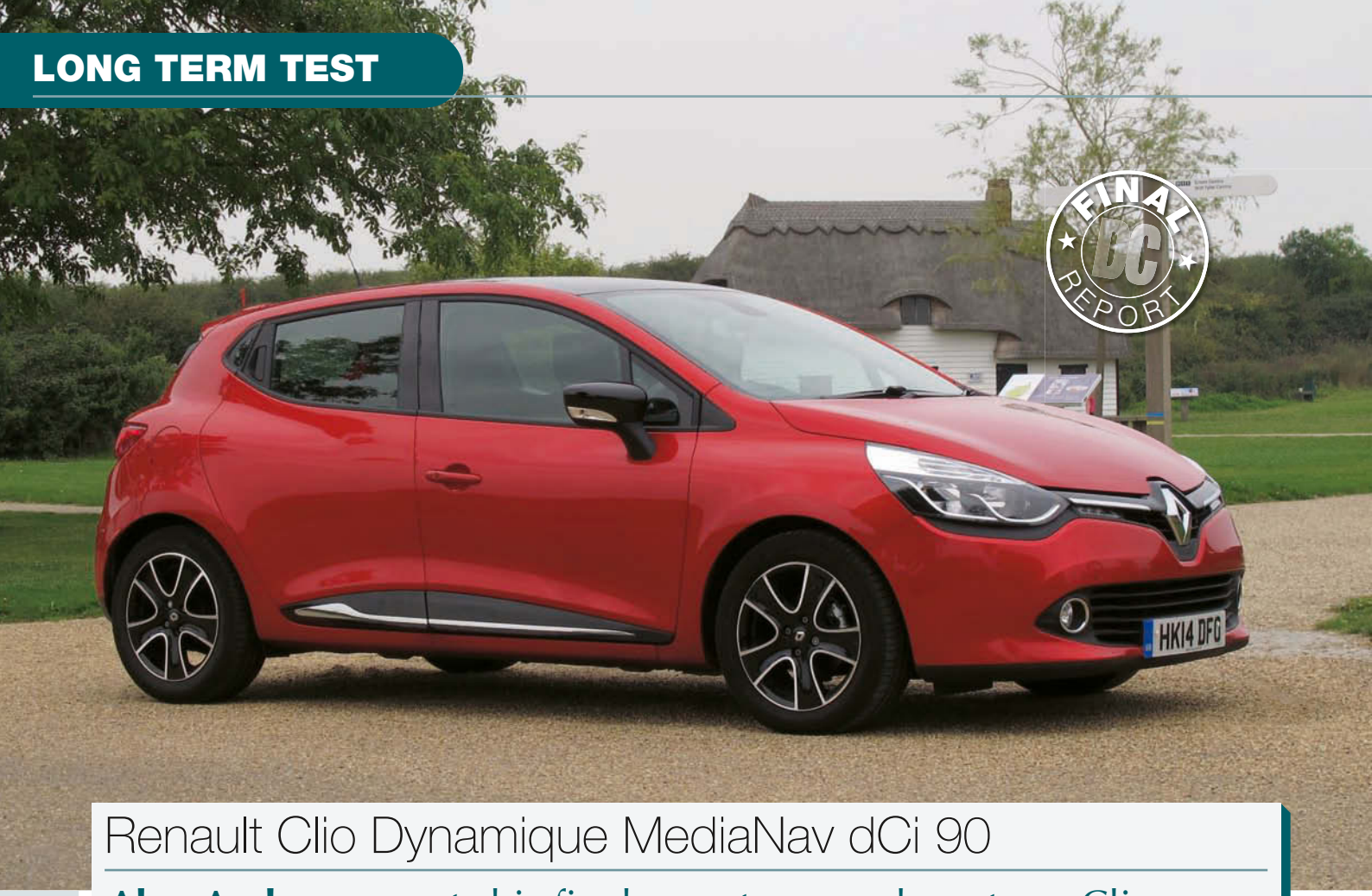
- 18–inch alloy wheels with 225/45/R18 tyres with tyre inflation kit
- Active seatbelt safety system
- Adaptive cruise control with collision alert
- Alarm system
- Anti–lock brakes with electronic brake–force distribution and brake assist
- Automatic headlights
- Auto–dimming rear view mirror
- Blindspot monitoring system
- Bluetooth mobile phone connectivity with audio streaming
- DAB digital radio/CD with 8GB hard drive, auxiliary and USB sockets and steering wheel controls
- Driver, passenger, side and head airbags with passenger side de–activation switch
- Driver's seat with massage function
- Dual–zone climate control
- Electric and heated mirrors with power folding
- Electric park brake
- Electric rear tailgate
- Electric windows front and rear
- Electronic stability control
- Front fog lights with cornering functionality
- Front passenger seat with footrest and massage function
- Hill start assist
- Individually sliding/folding rear seats
- Isofix child safety seat fasteners for all three middle–row seats
- Leather steering wheel
- LED daytime running lights
- Panoramic sunroof and windscreen
- Parking sensors front and rear with park assist
- Rain sensor
- Rear privacy glass
- Remote central locking with keyless entry and start
- Reversing camera
- Satellite navigation
- Traction control
- Tyre deflation detection system

Optional equipment fitted to the test car:

- Amber/black Nappa leather (£2,000)
- Metallic paint (£520)
- Park assist pack 360 (£450)
- Serenity pack (lane departure warning system and intelligent beam headlights) (£300)
- Xenon headlights (£750)



Price when new	£27,855
Prices as tested	£31,875
Colour	Kyanos Blue
Built	Vigo, Spain
Layout	5–door MPV, 7–seats, front–wheel–drive
Engine	1997cc, 4–cylinder, 16–valve, turbodiesel with stop–start and selective catalyst reduction
Transmission	6–speed automatic
Power output	148bhp @ 4,000rpm
Maximum torque	273lb ft @ 2,000rpm
Top speed/0–62mph	128mph/10.2secs
CO_2 emissions (tax band)	120g/km (C) Euro 6
Economy (urban/extra urban/combined)	52.3/67.3/61.4mpg
Economy (on test)	43.6mpg
Fuel tank size/range	55 litres/743 miles
Insurance group/BIK rate	25/22%
Size (length/width with mirrors)	4,597/2,117mm
Boot space (7/5/2-seats)	165/632–793/2,181 litres
Kerb/max towing weight	1,476/1,600kg
Euro NCAP safety rating	★★★★★ (5-seat tested)
Date arrived	10th September 2014
Mileage	19,220 miles
Costs	£426.22 (two front tyres), £157.46 (20,000 mile service and AdBlue)
Faults	Keyless entry system not recognising that the key was in the car. Touchscreen randomly shutting down. Errant warning lights and messages.



Renault Clio Dynamique MediaNav dCi 90

Alan Anderson posts his final report on our long-term Clio after 18,000 enjoyable miles. He would have run it for double the distance if he had been allowed!

After 18,000 miles in just 10 months, our Clio has gone to meet its maker – or back to Renault UK to be precise, and I had more than a tinge of sadness as the collection driver made off down the road in HK14 DFO. I've always liked Clios ever since I drove the first generation car 25 years ago, and the latest incarnation is the best yet, not simply for its dynamics and practicality, but also durability. Our car felt fit enough for another 18,000 miles of tough use with ease.

It arrived finished in Flame Red last July, which has to be the most popular colour judging by other Clios on the road, although ours stood out thanks to its optional black-painted alloy wheels. Together with the £100 red interior pack, it gave this family hatchback a sportier air. Not that this 89bhp 1.5-litre engine can be considered a hot hatch you understand, despite wearing the Dynamique badging. The 0-62mph stroll of almost 12 seconds is amply compensated by over 160lbft of torque, meaning real world motoring isn't a sluggish affair, and always found it good both as a family ferry or quasi GTi. Besides, of more importance was its lack of thirst for fuel, never dipping below 57mpg, even while making use of the Renault's excellent handling to compensate for its limited pace.

Reliability has been pretty good, save for some niggly electrical glitches which, while never affecting the car's running, were sufficient for me to advise anybody contemplating buying a second-hand Clio to ensure everything is working as it should. Upon delivery, the average fuel consumption readout stuck steadfast at 29.9mpg and called for a software upgrade by Renault. Then, over Christmas, the R-Link infotainment system froze calling for my local dealer to reboot the system by disconnecting the car's battery, a not uncommon fix, I was told. But the biggest niggle of all has been the start-stop function that's said to aid economy and CO_2 emissions. I have little time for such things and the fact that our Clio's device had a mind of its own since day one only reinforces my scepticism. Whether it was a fault on operating within the parameters of the system, I'll never know, but it seemed unpredictable to me.



The major components still feel factory fresh and I think this is, in part, due to exercising 'running in' restraint for the first thousand miles. I did nothing fanatical, just used common sense when motoring in the early days, avoiding high revs and such like. The fact that in 18,000 miles the engine consumed









RENAULT CLIO
Dynamique MediaNav dCi 90

WHAT'S HOT



I was ambivalent initially, but the optional black alloy wheels and red interior detailing has grown on me, and I wouldn't be without either now.

WHAT'S NOT



The R-Link media system needed attention from the main dealer last Christmas.

less than a litre of oil rather proves my old fashioned practice paid off. Regularly checking the car over – because I don't trust today's over-long service intervals – revealed that the off-side front brake disc bears an odd groove; did a stone become trapped at some point. And if so, why wasn't there any brake squeal?

Clios of old never enjoyed the build quality of cars like the Volkswagen Polo, but that appears to have changed if our car is an example. The only blot on the car's as new condition is its missing roof aerial which is hardly Renault's fault. I'm not sure whether it's due to me forgetting it at a car wash or pure theft, as the latter is quite rife in my area of late. And before you ask why I didn't notice it sooner, in my defence both the radio and satellite navigation worked just fine without it! The R-Link multimedia system added £450 to an already tidy £15,295 base price, but I found it one of the best and easiest to fathom set-ups around. Other less worthwhile extras fitted to our car included the panoramic fixed glass roof (£400), but the most useful option of all was the excellent reversing camera at £350.

> Our car felt fit enough for another 18,000 miles of tough use with ease.

The best compliment you can pay to any long term test car is that you will miss it once it has gone, and would you spend your own money buying one? In the case of HK14 DFO, if it were my car then I wouldn't even be contemplating about getting rid of it yet.

Alan Anderson

Standard equipment:

16–inch alloy wheels with 195/55/R16 tyres and tyre inflation kit
60/40 split/fold rear seats
Air conditioning
Anti–lock brakes with brake assist
Automatic headlights
Bluetooth mobile phone connectivity
Cruise control and speed limiter
Driver, passenger, side and head airbags with passenger side de–activation switch
Electric front windows
Electronic stability control
Front fog lights
Hill start assist
Isofix child safety seat fasteners for front passenger and rear outer seats
Keyless entry and start
Leather steering wheel
LED daytime running lights
Radio/CD with 7–inch touchscreen, 4–speakers, USB and auxiliary sockets with steering wheel controls
Rain sensor
Rear spoiler
Satellite navigation
Traction control

Optional equipment fitted to the test car:

15–inch spare wheel (£95)
16–inch 'Passion' alloy wheels in black (£200)
Fixed glass panoramic roof (£400)
Gloss interior touch pack (£100)
Metallic paint (£595)
R–Link multimedia system (£450)
Rear parking camera (£350)



Price when new	£15,295
Price as tested	£17,485
Colour	Flame red
Built	Flins, France
Layout	5–door hatchback, 5–seats, front–wheel–drive
Engine	1461cc, 4–cylinder, 8–valve, turbodiesel with stop–start
Transmission	5–speed manual
Power output	89bhp at 4,000rpm
Maximum torque	162lb ft at 1,750rpm
Top speed	110mph
Acceleration 0–62mph	11.7secs
CO_2 emissions (tax band)	90g/km (A) Euro 5
Economy (urban/extra urban/combined)	70.6/88.3/83.1mpg
Economy (on test)	61.3mpg
Fuel tank size/range	45 litres/823 miles
Benefit in kind tax liability	16%
Insurance group	12
Size (length/width with mirrors)	4,063/1,945mm
Boot space (minimum/maximum)	300/1,146 litres
Kerb/max towing weight	1,071/1,200kg
Euro NCAP safety rating	★★★★★
Date arrived	29th July 2014
Mileage	18,597 miles
Costs	None
Faults	Infotainment system failure, and erroneous average mpg read–out

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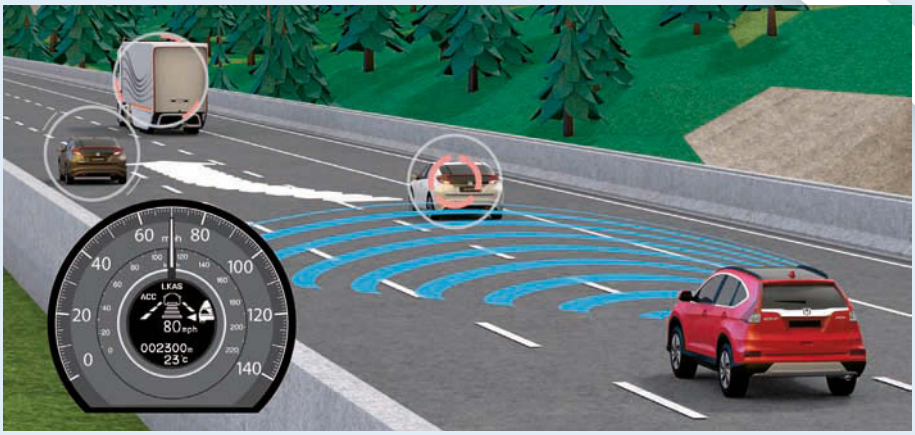
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ARTIFICIAL INTELLIGENCE

When the revised CR-V was unveiled earlier this year, it boasted an important piece of technology that Honda claims as a world-first. Maxine Ashford tries out the intelligent adaptive cruise control system in real-world conditions

As the development of autonomous cars continues to evolve, manufacturers are striving to make our current models as safe as possible, and that means offering as many driver aids as potentially imaginable. We already have the likes of blind spot monitoring and autonomous emergency braking, but Honda has come up with a pioneering new system, which it claims is a world first and can anticipate the normally unpredictable behaviour of surrounding motorists.



The intelligent adaptive cruise control (i-ACC) is part of a £1,500 Sensing pack that has just premiered on the latest CR-V, and it works in conjunction with the existing adaptive cruise control function. Traditional adaptive cruise control helps to maintain a safe distance between you and the car in front with a set maximum speed. i-ACC compliments this system, and with the use of a radar sensor behind the front grille and a camera in front of the rear-view mirror, it senses the position of other vehicles in adjacent lanes. And this is where it all gets a little bit technical because the system applies an algorithm to predict the likelihood of vehicles in neighbouring lanes cutting in front of you up to five seconds before it occurs. This early warning system means just a mild braking action is implemented by the vehicle, and this is followed up by stronger braking if the vehicle does indeed cut in front, as predicted, maintaining the safe distance once again.

According to Honda, the i-ACC is intelligent enough to work out if you are driving in the UK or Europe, and detects which side vehicles are most likely to cut in from. It also works effectively on both left and right-hand-drive models.



Dr Jens Schmuedderich, who is responsible for i-ACC at Honda Research Institute Europe, explained: "The i-ACC is a significant breakthrough and a considerable further step towards a new generation of driver assistance systems that anticipate the behaviour of other traffic participants."

We had the opportunity to test out the system on a new CR-V complete with Sensing pack and spent several hours motoring up and down the busy M4 in South Wales. With the adaptive cruise control set at 70mph, we maintained a position in the middle lane and the system worked effectively slowing the car down if it got too close to the vehicle in front, and then speeding up to the maximum of 70mph when the lane ahead was clear. And on a road where drivers are renowned for weaving in and out of lanes, we were surprised at how long we had to wait before the i-ACC's virtues were put to the test. But as we approached a section of the motorway where the inside carriageway took traffic away from the M4, the system detected a Ford Fiesta ahead of us in the inside lane travelling at a lower speed, and around 60mph. The speed of our car gradually dropped, and although the Fiesta remained in its lane, it was not until we passed the vehicle that the CR-V picked up the pace again.

Several miles later, a SEAT Leon joining the motorway at pace from an entry slip road was detected and once again the CR-V's speed was reduced slightly to about 66mph. On this occasion the other vehicle did cut into our lane, which meant the braking to maintain a safe driving distance was less severe because the move had already been anticipated by the car.

There were other occasions when we thought a car may pull out and the system ignored the threat, and this reminds us that all of these hi-tech systems are simply driver aids, and are installed to assist the driver, but not take over... yet!

Maxine Ashford

DO BUSINESS EDITIONS MAKE SENSE?

A flurry of business focused models have entered the market, but do they represent good value? Ian Robertson examines some of the most popular editions on sale and delivers his verdict.

ALFA ROMEO GIULIETTA

Distinctive 2.0 JTDM-2	MODEL	Business Edition 2.0 JTDM-2
110g/km/67.3mpg	CO_2/COMBINED MPG	110g/km/67.3mpg
£21,930	LIST PRICE	£20,380
£17,355 (buyacar.co.uk)	DISCOUNTED PRICE	£16,324 (buyacar.co.uk)
	EQUIPMENT DIFFERENCES:	Front parking sensors (£180) Visibility pack (automatic headlights and wipers, electrochromatic rear-view mirror, electric folding mirrors) (£320) Uconnect satellite navigation (£1,050)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	EXTRA BENEFIT IN VALUE TERMS	HOW MUCH WILL IT SAVE YOU AFTER DISCOUNT?
£1,550	+£3,110	£1,031



VERDICT

Opting for the Business Edition is a no brainer for both business and private customers alike. Not only is the list price lower than the comparable Distinctive model, but there's a whole host of extra equipment, too. This Giulietta is one of the best value business models on the market today.

Our Choice **Business Edition 2.0 JTDM-2**

AUDI A3

Sportback SE 1.6 TDI ultra	MODEL	Sportback SE Technik 1.6 TDI ultra
89g/km/83.1mpg	CO_2/COMBINED MPG	89g/km/83.1mpg
£21,485	LIST PRICE	£22,235
£18,943 (drivethedeal.co.uk)	DISCOUNTED PRICE	£19,585 (drivethedeal.co.uk)
	EQUIPMENT DIFFERENCES:	16-inch Y-spoke alloy wheels (£0) Colour driver's information system (£120) Satellite navigation (£495) Audi parking system – rear (£345) Cruise control (£225)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	EXTRA BENEFIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
£1,185	+£435	£642



VERDICT

Choosing the SE Technik model over the base-spec SE edition gives a selection of attractive optional extras for a minimal increase over the entry-level price. It will make the car more attractive when it comes to resale time, as well as boosting residual values.

Our Choice **Sportback SE Technik 1.6 TDI ultra**

With company car drivers and business users making up a large percentage of overall car sales in the UK, it's hardly surprising that car makers are trying hard to think about better ways of targeting these user choosers. Over the past few years, a flurry of new models have appeared in the price lists with 'Business' in their title, all aimed at snaring fleet and corporate buyers.

But don't let the business title put you off if you're a private motorist, as some of these models represent fantastic value for money, and in most cases means a long list of extra equipment is added for very little extra cash. Items like satellite navigation, parking sensors and leather upholstery are popular additions, all adding to the desirability of the car. And whether you're looking to buy brand new, or set to choose one several years down the line, we look at a selection of different models on the market today. We've compared both the list and discounted price to give an insight into the actual cost of choosing one of the better specified Business models, as well as giving our verdict on whether it's worth sticking to a mainstream model, or opting for the equipment-laden, business version.



AUDI A4

SE 2.0 TDI ultra	MODEL	SE Technik 2.0 TDI ultra
108g/km/68.9mpg	CO_2/COMBINED MPG	108g/km/68.9mpg
£28,240	LIST PRICE	£29,240
£21,530 (drivethedeal.co.uk)	DISCOUNTED PRICE	£22,360 (drivethedeal.co.uk)
	EQUIPMENT DIFFERENCES:	17-inch 5-spoke alloy wheels (£0) Metallic paint (£645) Single frame front radiator grille (£0) Milano leather upholstery (£1,265) MMI navigation system plus (£1,500) Audi music interface (£255) Audi parking system plus (£325)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	EXTRA BENEFIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
£3,990	+£2,990	£830



VERDICT

With the A4 on run-out ahead of a new model arriving in the Autumn, it's inevitable that special value models will be offered, however, the SE Technik model tops our poll for the amount of extra kit that buyers get for a modest outlay over the cost of the entry-level model. Not only will the business focused model be worth more when it comes to sell later down the line, but buyers will be queuing up for the extra equipment the SE Technik version gives.

Our Choice **SE Technik 2.0 TDI ultra**

BMW 3 SERIES

320d EfficientDynamics	MODEL	320d EfficientDynamics Business
109g/km/68.9mpg	CO_2/COMBINED MPG	109g/km/68.9mpg
£29,475	LIST PRICE	£30,175
£27,028 (broadspeed.com)	DISCOUNTED PRICE	£27,584 (broadspeed.com)
	EQUIPMENT DIFFERENCES:	Leather upholstery (£1,295) Heated front seats (£325)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	EXTRA BENEFIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
£1,620	+£920	£556



VERDICT

With a modest additional outlay of just £556 for the Business version compared to the standard edition, buyers get leather upholstery and heated front seats, which are desirable extras. It'll make the car easier to sell in the future, too, as well as being worth more.

Our Choice **320d EfficientDynamics Business**

HYUNDAI i40

SE Nav 1.7 CRDi	MODEL	SE Nav Business 1.7 CRDi
114g/km/65.7mpg	CO_2/COMBINED MPG	114g/km/65.7mpg
£22,400	LIST PRICE	£23,900
£16,702 (Broker4cars.co.uk)	DISCOUNTED PRICE	£18,030 (Broker4cars.co.uk)
	EQUIPMENT DIFFERENCES:	Driver's seat with memory Front Passenger's Seat with Electric Adjustment and Lumbar Support Leather seat trim Ventilated front seats Parking Sensors - Front and Rear (acoustic warning plus visual aid within instrument cluster display) Keyless Smart Entry with Engine Start/Stop Button

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	EXTRA BENEFIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
Not available as separate options, but estimated at a cost of £1,500	£0	£1,328



VERDICT

Unless you desire leather upholstery, cooled front seats and keyless entry, as well as a smattering of other equipment, it's hard to justify shelling out the extra for SE Nav Business specification. Our advice would be to stick with the standard SE Nav specification and pocket the additional cash.

Our Choice **SE Nav 1.7 CRDi**

> **...don't let the business title put you off if you're a private motorist, as some of these models represent fantastic value for money...**

LEXUS IS

IS 300h Luxury	MODEL	IS 300h Executive Edition
101g/km/65.7mpg	CO_2/COMBINED MPG	101g/km/65.7mpg
£30,995	LIST PRICE	£29,995
£26,077 (buyacar.co.uk)	DISCOUNTED PRICE	£26,985 (buyacar.co.uk)
	EQUIPMENT DIFFERENCES:	Heated and leather seats (£1,400) Satellite navigation (£995)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	EXTRA BENEFIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
£2,395	+£3,395	£908



VERDICT

Choosing the better equipped business-focused Executive Edition over the Luxury model is a no-brainer, as it has a lower list price than the regular edition. Leather upholstery and satellite navigation are desirable features in the compact executive car market and it'll also make the car easier to shift come resale time.

Our Choice **IS 300h Executive Edition**

SKODA OCTAVIA

SE 1.6 TDI	MODEL	SE Business 1.6 TDI
99g/km/74.3mpg	CO_2/COMBINED MPG	99g/km/74.3mpg
£19,650	LIST PRICE	£19,650
£15,662 (buyanewcaronline.co.uk)	DISCOUNTED PRICE	£15,924 (new-car-discount.com)
	EQUIPMENT DIFFERENCES:	4-spoke leather multi-function steering wheel (£155) Business door sill trims (£0) Amundsen touchscreen satellite navigation system (£755) Cruise control (£200) Front fog lights (£105)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	BENEFIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
£1,215	+£1,215	£262



VERDICT

Once discounts are taken into account, the business version of the Octavia costs just £262 more, which is a small price to pay for the addition of satellite navigation, cruise control and other equipment. As with the others listed on these pages, it'll make the car more desirable in the future when you come to sell it, and will make living with the Skoda altogether more pleasing.

Our Choice **SE Business 1.6 TDI**

SKODA SUPERB

SE 2.0 TDI	MODEL	SE Business 2.0 TDI
108g/km/68.9mpg	CO_2/COMBINED MPG	108g/km/68.9mpg
£22,090	LIST PRICE	£22,090
£17,355 (Broker4cars.co.uk)	DISCOUNTED PRICE	£18,431 (buyacar.co.uk)
	EQUIPMENT DIFFERENCES:	17-inch Stratos alloy wheels (£75) Alcantara upholstery (£1,150) Front and rear parking sensors (£350) Amundsen satellite navigation system with 6.5-inch colour touchscreen (£755) Drive mode selection (£100) Sunset glass (£250) Bluetooth+ with Phone box (wireless charging) (£250)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	EXTRA BENEFIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
£2,930	+£2,930	£1,076



VERDICT

A lengthy list of additional equipment means that it is worthwhile shelling out over a grand more for the Superb SE Business. Items like satellite navigation and front and rear parking sensors make life easier day-to-day, while rear privacy glass and smarter 17-inch alloy wheels give a more upmarket look for the Superb.

Our Choice **SE Business 2.0 TDI**

"...a flurry of new models have appeared in the price lists with 'Business' in their title, all aimed at snaring fleet and corporate buyers.

VAUXHALL INSIGNIA

Design 1.6CDTi ecoFLEX	MODEL	Tech Line 1.6CDTi ecoFLEX
99g/km/74.3mpg	CO_2/COMBINED MPG	99g/km/74.3mpg
£19,534	LIST PRICE	£22,184
£16,837 (Broadspeed.com)	DISCOUNTED PRICE	£18,601 (Broadspeed.com)
	EQUIPMENT DIFFERENCES:	Navi 900 Intellilink (£800) Electro-chromatic anti-dazzle rear-view mirror (£100 est) Sight and Light Pack – tunnel detection for automatic lighting control, rain-sensitive windscreen wipers, electro-chromatic anti-dazzle rear-view mirror (£230) Electric rear windows (£170) Chrome-effect side window surround (£0) 17-inch 7-spoke alloy wheels (£0)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	DEFICIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
£1,300	-£1,350	£1,764



VERDICT

You're really going to have to want the extra equipment to pay the extra over the basic Design model, as the better equipped Tech Line model just doesn't deliver on the cost front. Of course satellite navigation is a desirable option, but you can opt for it on Design models for an extra £800 if you are really desperate to have guided instructions. Our advice is to stick with the Design model if you fancy a Vauxhall Insignia.

Our Choice **Design 1.6CDTi ecoFLEX**

VOLKSWAGEN PASSAT ESTATE

SE 2.0 TDI DSG Automatic	MODEL	SE Business 2.0 TDI DSG Automatic
119g/km/62.8mpg	CO_2/COMBINED MPG	119g/km/62.8mpg
£27,735	LIST PRICE	£28,390
£22,983 (orangewheels.co.uk)	DISCOUNTED PRICE	£23,558 (orangewheels.co.uk)
	EQUIPMENT DIFFERENCES:	Front fog lights (£245) Heat insulated rear tinted glass (£220) Discover navigation system (£675) Electrically folding door mirrors (£135)

TOTAL COST TO ADD THE EQUIPMENT SEPARATELY	EXTRA BENEFIT IN VALUE TERMS	HOW MUCH EXTRA WILL IT COST TO BUY AFTER DISCOUNT?
£1,275	+£620	£575



VERDICT

While it may cost extra to opt for the SE Business model, the inclusion of satellite navigation, power folding mirrors, privacy glass and front fog lights are all pieces of equipment that enhance the looks and usability of the Passat greatly. A modest £575 additional outlay is well worth it in our books.



Our Choice

SE Business 2.0 TDI DSG Automatic

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- Or write to him at: Doctor Diesel, Diesel Car Magazine, 40 Nevendon Road, Basildon, Essex. SS13 1AW.

MIXED FEELINGS ON DIESEL BRANDS

Some recent letters to you have been on the subject of unexplained variation of mpg figures. I too was perplexed by variations going back some 15 years. I concluded that, for my motoring style, supermarket fuels used by themselves i.e. no other fuel in the tank, resulted in a 10 to 12 per cent increase in consumption. However, if there was a mix with at least 50 per cent major oil company fuel, consumption figures were the same as if the major oil diesel was used by itself. This revelation came on a 700-mile journey in France six years ago when I set off with 100 per cent Esso fuel in the tank. With approximately half a tank remaining, we then filled up with Total and, although I was using the cruise control and continuing on the same motorway, fuel consumption immediately rose (i.e. the mpg fell) by some six per cent. Later that trip, as we gradually increased the Total concentration towards 100 per cent, the mpg figures returned to those that we had experienced with pure Esso. I've since concluded that mixing a major branded fuel with other major oil fuels always causes an increase of consumption, even if there is less than ten per cent of one of them. The label on the bottles of Millers diesel fuel treatment warns not to mix additives, and I suspect that each oil major adds their own particular cetane improver, and that these inhibit each other to the detriment of the diesel combustion, and hence increase the fuel consumption figures.
Malcolm Billings

I have personally found, particularly in relation to touring in France, that day-to-day mpg variations can be quite significant and suspect that this must be purely as a result of ambient conditions, if the nature of the roads changes little and it is the same fuel in the tank. I first experienced this strange variation back around 2004 to 2005, when I was touring France in an Audi A2 1.4 TDI 90. Variations of the order of three to four mpg in around 50 to 55mpg were typical. We know that ambient temperature has some ill-effects, if it rises sufficiently that the intercooler can't do its work properly, and the charge air density drops. Wind level or direction is usually noticeable, and I don't think this was an effect on the occasions that I am quoting. That really leaves only ambient air pressure, in that lower pressure means lower density and therefore less oxygen available to burn the fuel. But diesels run with excess air and therefore there's generally no shortage of oxygen. Whether the air density effect operates through the MAF (mass air flow) meter to change any key operating conditions and fuel injection settings I do not know. Then there is humidity, which might just be the answer – and, as we know, there are sometimes gains to be had from water injection in both diesel and petrol engines, although they don't seem to be exploited much.

So the day-to-day variations of mpg in one car, and on the same fuel, remain very much a mystery to me, and I do think that they could cloud the sort of mpg variations that you are quoting. But I don't think it would be incorrect to suggest that some engines "like" some fuels, and not others. I ran a Rover 75 2.0 CDT back in 2001 to 2003, and the only fuel that it seemed not to like was Morrison's diesel, on which it ran so badly that I thought that I had an engine problem. But a double dose



of Millers sorted it out, although I have never bought Morrison's diesel since.

You also suggest that the variations that you have noted might be related to cetane values of the fuel. This could be true, but all EC cars are produced to run on the lowest cetane number allowed by the EC specifications – CN 51 – and most are found on testing to be well above the lower limit. Here again though, in relation to engines liking one fuel and not another, I would suggest that some engines have a different optimum efficiency cetane number from others. You refer in particular to Esso vs BP, and I am presuming that you refer to standard BP diesel, and not the outrageously overpriced BP Ultimate. With regard to Esso, if you dig around you will see that they specifically advertise their super grade diesel as (simply) having double the additive package that the standard stuff has. So in many ways the whole issue is a bit fuzzy, and I wish there were more specific answers and conclusions available. But it seems that one man's or car's ideal fuel is not necessarily another's. With the complexity of multi-pulse injection these days, I guess that's no surprise. In fact I can even imagine that a Ford 1.6-litre TDCi engine and a Peugeot 1.6-litre HDi unit, which essentially are the same thing, may well not respond identically to different fuels.

Doc Diesel

CHIPS (NOT FRENCH FRIES) IN THE USA?

In your Diesel Car Magazine there are a lot of claims made for chips that make diesel engines more powerful and give better fuel mileage, and a lot of other claims. Are these all true, and are these conversions worth the money? I have a 2015 Golf TDI, and the Volkswagen dealer claims that any kind of chipping will void the manufacturer's warranty. I have subscribed to your magazine for four months now and I am very impressed with it. I reside in the USA, in Munster, Indiana, approximately 25 miles from Chicago Illinois. Thanks in anticipation!
James Gullicks

Glad to hear that you are impressed with Diesel Car – we do our best! You ask two questions, I guess – does diesel electronic tuning work, and what about the warranty? Well, electronic tuning does definitely work, but I have some special qualifications to make regarding your situation in the USA. The basic software that controls engine settings, and in particular fuel injection settings, is set on the conservative side, to take account of all conditions, fuel quality, and driving styles. There are certain settings, such as turbocharger boost, fuel injection pressure, and fuel injection timing that, with skilled attention, can be optimized (spelt with a "z" just for you – we spell it "optimised") to the benefit of torque output and power. Recognizing (there I go again!) that this is possible, and not in any way dangerous, we can observe that some basic engines are available with different power outputs – the VW Group 2.0-litre TDI has been offered with outputs of 109, 118, 138, 148, 161, 168, 175, 181 and 187bhp. The significant differences between these power outputs are mostly down to fuel injection and turbocharger settings. So anyone tuning your Golf engine (148bhp?) will only be doing something similar to what manufacturers are doing to get higher outputs. Admittedly some engine and running gear components might also be up-rated on higher power engines, maybe clutch, brakes, wheels, tyres (tires!) etc., but obtaining the higher power output is not that difficult. Good tuners do the job better than poor tuners, and this applies to both add-on boxes and full software rewrites, or chipping as it used to be called. The name chipping comes from the early days when the master chip, the ECU, or the injection chip, were actually removed from the car and replaced with a modified item. Nowadays, tuners can access the chip through the engine diagnostic port and actually change the software settings. Add-on boxes are plugged into the injection circuit and fool the signals being sent to the injection pump and injectors – basically into delivering more fuel, for which generally there is an excess of air to burn. If it's overdone (and the same applies with chipping or rewrites) then too much fuel and not enough air can create black smoke and a badly running engine, but any good tuner will be well aware of this. Good tuners are those with a good history and not fly-by-night operators who come and go from the market. In your case, I am aware that Superchips are present on the US market and have a long-running good reputation. They are also the official tuners to the UK Volkswagen Racing Team, who have run tuned Golfs and other models in saloon car racing in the past. But if any other companies that you see advertising in Diesel Car are operating in the USA, then you could look at them also. The Superchips website has good information and will tell you how much extra performance you might expect.

Regarding manufacturer warranty, many garages recognise that such things happen and "turn a blind eye" when warranty issues might arise, other than something obvious like a totally blown engine. So if you drive sensibly, the risks of any problems are small. If you know how to drive a diesel engine properly, you will already know that the useful performance comes at relatively low engine speeds, and there is no reason to over-rev any tuned engine, because it's just not necessary, or the least bit sensible. The reason for the continued popularity of the add-on boxes – in spite of their relative lack of sophistication – is that they give decent results, and in many cases you can remove the box when the car goes in for servicing, so nobody knows anything about it at the garage! There is also the issue of insurance, which in the UK is fairly important. You probably need to notify your insurer if you have an engine tuned, and some insurers may just take note and accept the modification, others may charge an extra premium, and some may decline altogether, meaning that you would need to find another insurer who will be happy to insure you.

I think that covers the essential issues of tuning, except maybe to mention that you often obtain a modest improvement in fuel economy because the greater torque output means that the engine is thermodynamically more efficient. And unless you use all the extra performance all the time, you will get better economy – often because you can pull a higher gear in many situations, and overtake other cars without a down-change.

But now to the the reservations regarding diesel in the USA. Much of your diesel fuel over there is poor compared with European diesel fuel. The cetane value of US diesel is low, meaning that the combustion efficiency is impaired because the base crude oil in the fuel is inferior to European crude. If you are thinking of tuning your Golf, and maybe before you think of tuning it, you should look at using diesel fuel additives. That will raise the cetane value, contain detergents to keep your injection system cleaner, and give you better all-round performance without any engine tuning. If you need any more advice on this, come back to me. I've now researched and established that Deuce Juice is a suitable diesel additive, which I have found you can get from Rollin' Smoke Diesel in Michigan City 46360.
Best regards,
Doctor Diesel



WORRIED OF WANTAGE....

Dear Doctor Diesel,

I would welcome your thoughts on future legislation on diesel engines, i.e. talk of scrappage schemes, charging to go into town and city centres etc. I have been driving diesel engined cars for twenty years, and my present vehicle is a 55-plate Kia Sorento, with which we tow a caravan. As I am now retired, I had thought of purchasing a new vehicle, but am not yet settled on which make. Would you have any preferences on an SUV to tow 1,500kgs? My main concern is the extra cost of owning a diesel vehicle, plus that diesel fuel is more costly anyway, but I have no wish to return to petrol power. Your comments would be much appreciated.
John Gudgin



John, I think that there is a sufficiently strong ownership of existing diesels and power group in the form of the manufacturers that should resist too much immediate legislation – hopefully. What we have are two sets of EC regulations that are in conflict! The regulation of diesel emissions and the bias towards CO_2 regulation is at the root of the problems. Manufacturers are often accused of being the problem but, much like with tax avoidance (which is legal) and tax evasion (which is illegal) they have done nothing illegal, or irresponsible. If the existing emissions testing regime, which has been tightened up progressively over two decades, is not controlling urban air quality, it is as a result of misguided regulation by the EC. If, as seems to be the main problem now, engines/cars that pass even the latest Euro-6 regulations are producing "real-life" emissions of particulates and oxides of nitrogen that are well in excess of those expected from the EC test cycles, that is the fault of the distinctly outdated test cycles, that are just not closely enough related to real life engine conditions, and for exactly the same reasons that the EC fuel data is not a true guide to real-life fuel economy. But there are issues that are not being addressed, as I see it. Recent tests that were publicised only recently in The Sunday Times, which has now started a campaign to get "something done about it" did not dig deep enough. Some cars that they tested in "real-life conditions" gave NO_x emissions of up to six to nine times the EC limits, whilst others actually met the limits. There are two distinctly different systems used to control NO_x – SCR or Selective Catalytic Reduction, using urea based additives that neutralise NO_x (quite effectively, I believe, but I've not seen precise proof and test figures) and NO_x storage and reduction, using an enriched fuel mix used at regular intervals to destroy temporarily stored NO_x. If the varied test results just mentioned favour either of the above systems above the other in such real-life emissions tests, then this needs bringing to light, and measures taken to either insist on the better system being generally adopted – but along with new EC test cycles that can identify and actually measure the differences in real-life conditions, which the existing test cycles apparently don't. If the results favouring some cars (and manufacturers) above others regarding control of NO_x cannot be related to the differences between these two NO_x control systems, then somebody, or some body, needs to get stuck in and identify the correct reasons. It cannot be a mystery, there are reasons, and they are there waiting to be identified!

But we've come a long way over recent years, we no longer see frequent clouds of black smoke bellowing from diesel exhausts, and we don't (as I used to) travel behind some diesel vans without smoky or even visible exhausts that still left a choking feeling in your lungs. I don't know for sure whether these figures of "up to 50,000 early deaths every year" from poor air quality related to diesel exhaust emissions are true, partially true, or maybe vastly exaggerated. If many of the people suffering from bad air quality are ex-60 a day Capstan Full Strength smokers, then the damage to their lungs was probably done long ago! This is not the time for knee-jerk reactions to this issue, but that's precisely what governments tend to do.

So regarding your fears for future legislation, I can't, I'm afraid, predict the future, because the future decisions may be neither logical, nor sensible. Regarding your choice of a vehicle, towing a caravan definitely shouts out get a diesel and, whether you buy a clean or cleaner one (but by what measure?), may not have any effect whatsoever on legislation or your freedom to use it, or the cost of using it. I would tend to ignore all the hoohah and just buy yourself a new diesel SUV.

Regarding which one, I've a tendency to lean towards something Japanese because their environmental laws and controls are among the most advanced on the global scene, and their cities are very clean. So maybe think Honda/Mazda/Toyota – although since these type of vehicles are not that popular in Japan, and are mostly made for export, I'm not that sure whether they clean them up as carefully as they would for their domestic market! If you did ever look at petrol power, you should look at the Mazda CX-5 2.0, which is good on fuel. I hope this gives you some useful thoughts John, but don't be afraid to come back to me if you think that I might be of further help.

The Doc

VARIABLE RESISTANCE

Hello Doctor.

I've been keenly reading stuff about fuel economy and economical driving in Diesel Car. One of the things that seems particularly effective is fitting eco low rolling resistance tyres, and I see that there are now ratings A, B, C etc. for these in the new EC tyre labelling regulations. Are these ratings comparable between different tyre sizes that might be fitted to a car – like is a B-rated 195/65/15 as good or better than a B-rated 205/55/16, or 225/45/17, for instance? Surely the wider tyre must have a greater rolling resistance than the narrowest one?
Jeff Symonds

SOAPBOX

TRAFFIC MANAGEMENT 2015

We live in a world where our lives being almost taken over by technology in communications – entertainment, banking, and just about everywhere. Who would have thought 30 years ago that you might just wave a plastic card at a shop assistant to pay for an item, or to open a car door, or be able to replay past television programmes and watch them on a mini TV? Cars too are becoming more and more loaded with electronic technology – for emissions control, safety, ease of driving, and many other reasons.

With all this abundance of technology then, how is it that, when I pull up at a certain set of traffic lights near where I live, helpfully provided with a green left filter light, the lights are not actually programmed to display that green left filter when the only cars moving are streaming out of that left turn right in front of me? Police cars must pass through these traffic lights every day and encounter this mindless situation, and yet apparently police have no power or inclination to do something about the situation. It's one of thousands of such junctions where effective left filters could improve traffic flow, where the simple technology to sort this out already exists, but is not being used when it could so cheaply be installed. The same situation exists when we sit at traffic lights set on red, when no traffic whatsoever is flowing from the directions enjoying a green light. Simple sensors exist that can detect such situations, and adjust red/green light timing in line with actual traffic flows, but how often do we encounter such technology? How come sets of traffic lights primarily installed to control rush-hour traffic, like mass exits from industrial estates at the start and end of the working day, do not revert to alternative programming for the off-peak traffic hours? The technology employed in traffic control, if you can call it that, is simply decades behind the sort of technology that is employed in our cars, and elsewhere in our everyday lives.



Look at the motorways, where the situation is largely even grimmer, with millions of hours lost annually by outdated technology, lack of planning, and as we all see regularly, poor management and use of the systems that are supposed to help to keep traffic flowing. England's motorways and major A-roads are "managed" by the National Roads Telecommunications Services, using an "intelligent" transportation system where live video images are sent over fibre-optic cables form a "switched video network". To what ends? The £490 million cost of the project was rather aptly described by the Association of British Drivers as being "an awful lot to spend just for signs saying that motorways are closed, and that you should not drink and drive". Sad, but probably true. There's very little visible evidence of any recent major investment in road traffic management technology that could surely save billions of pounds by spending mere millions on simple systems that don't even demand particularly advanced technology.

The recent years of government austerity have seen little payback to motorists for the massive taxes levied on them, and the disdain with which motorists are generally treated was exemplified by an almost total absence of any meaningful discussion or debate on the deteriorating state and poor management of our roads during the recent general election campaign. The whole subject is complex and it seems impossible to discover precisely why things like traffic control are so appallingly badly managed. But appalling it is, and there's little prospect of things changing for the better. Maybe politicians are just hopefully awaiting the arrival of Crossrail and HS2, or that driverless cars will solve all the problems? We certainly aren't getting value for money from motoring taxation, and the prospect of a Transport Minister being appointed who's going to make a simple decision about motorway speed limits, let alone sort out the traffic control problems, seems as slim as it has ever been.

(NOT A RHEOSTAT)

Much to your surprise, no doubt, and to mine also when I first established the facts, wider tyres consume no more energy than narrower ones, all other things being equal. They have differently shaped tyre/road contact areas – the narrower tyre having a long and narrow one, the fatter tyre a shorter but wider one – but the end result is near enough the same, or possibly even favours the wider tyre. I think this phenomenon is also related to the fact that narrower tyres generally give more steering feedback (from the longer contact patch), but inferior road grip – in the dry, anyway. You can compare the A, B, C ratings between sizes, as the bands are the same for all car tyres in terms of the rolling resistance. To give some idea of the differences, rolling resistance of A-rated tyres might be as much as 30 per cent less than that of a C-rated tyre, and the possible benefits in fuel consumption amount to the order of three to five per cent. But the gains are possibly greater in some circumstances, as the rating measurements are made for tyres rolling in a straight line, as on a motorway or straight road. The energy absorbed by any tyre increases significantly when the tyres are flexing internally when turning a corner, and in low speed manoeuvres like three-point turns, and also when parking, so the differences in such conditions between tyres can be significantly greater in terms of fuel usage, particularly perhaps if you live in a rural area with bendy roads, and even more so if you tend to corner enthusiastically.

Doc D



DM@IL

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40 Nevendon Road, Basildon,
Essex, SS13 1AW

This is your opportunity to tell us exactly what you think. Whatever the subject, good or bad, we want to hear your views, so don't hold back! Do you have a diesel dilemma, need buying advice or just want to get something off your chest? E-mail your comments to dmail@dieselcarmagazine.co.uk and you could even win a prize for your ramblings courtesy of Sealey Power Products if yours is chosen as the star letter. So get busy scribbling and tapping away now!

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IT'S ALL A **SMOKESCREEN**

Dear Editor

Firstly, may I declare an interest. I work in the car industry as a car salesman, but I won't tell you which franchise or dealer group that I work for to preserve my anonymity (and my job). Every month I read about the rising car sales and I must inform you that it is mis-described. It is new car registrations that are rising, not sales. As each month goes on, our dealership seems to be registering more and more cars to ourselves, only to offload them to buyers as pre-registered bargains, and our branch and franchise isn't alone. There was a time when pre-registrations were being watched and so they were kept to a minimum, but that seems to have gone away so that the manufacturers can publish their 'good news' stories. Last month we pre-registered more than 60 cars and this level of activity is unsustainable. We can sell them cheaply because the dealer doesn't pay VAT on a pre-registered car, in the same way as they don't on dealer demonstrators or courtesy cars, so the saving can be passed onto the customer. A year or so ago, we were registering less than ten, and that was manageable, and the sales team didn't have a problem offloading them before the end of the quarter. But it will get to a point where the pre-registrations are outnumbering the 'true' sales and I question how that helps anyone.

Anony Mouse



Star Letter

SEALEY

The writer of this month's star letter wins a pocket multimeter worth £22.



Next month's star letter will receive a 42-piece bit set worth £34.



LEGAL i

PENALTY POINTS FOR MULTIPLE OFFENCES

road traffic representation

Designed by solicitors, tested by barristers and available around the clock, Road Traffic Representation is an online legal system that allows people accused of a motoring offence to get free advice on how the law will be applied in their case, and referral to a telephone helpline and representation by a barrister in court if required. Practising solicitor Martin Langan spent two years designing the system and creating the data repository which allows the software to analyse road traffic offences with the same authority as a solicitor.

www.roadtrafficrepresentation.com

Q I have received a court requisition to answer charges of failure to stop and exchange details following an accident in which my tyre blew out and I hit a parked car, and failure to report the accident to the police. The accident occurred late at night, and I did stop, but there was no one around. I reported the incident to the police a couple of days later.

I understand that each of these offences carries between five and ten penalty points and I already have three on my licence from a couple of years ago. So it seems that even if I am given a lenient penalty for each of these offences, I will reach more than 12 points and be banned for six months under the totting up rules. This seems rather unfair.

A Firstly, if you stopped, but there was no one to give your particulars to, then in the absence of any evidence to the contrary, you should be acquitted of this charge. Prosecutors often put both offences together until they know more about what happened, and the chances are that the prosecution in your case will drop this charge, but persist with the charge of failure to report the accident to the police. You have no defence to the second charge, because you are required by law to report to the police as soon after the accident as is practicable, and in any event within 24 hours.

Even if both charges were proved, it is unlikely that you would receive maximum points for either offence in the circumstances you have described. I would expect a penalty of five or six points for failure to report. Even if the court were minded to take a severe view, they would almost certainly not add the points for the two offences together. The law states that where a person is convicted of two offences on the same occasion and involving obligatory endorsement, the total number of penalty points to be attributed to them is the number or highest number that would be attributed to conviction of one of them. It was decided by a court, in a case in 1983, that in a case such as yours, the offences were to be treated as having occurred on the same occasion, as they arose out of the same incident.

The court does have a discretion to depart from the normal procedure and to order endorsement of points for each of the offences, but in the overwhelming majority of cases this discretion is not exercised, and I see no reason on the facts you have described why it should happen in your case.

TECHNOLOGY RELOADED?

Dear Ian

Further to Paul Walker's comments and your own (Issue 338 – July issue). I believe the need for more autonomy and high tech equipment on modern cars is not primarily to negate the need for a driver, but to complement them in coping with the increased volume of today's traffic and some of the idiotic drivers that abound; as your own experience with the Black Range Rover attested to.

As we age, our cognitive abilities decline, including those of our reaction times. Having more autonomy on our vehicles, even total autonomy, means that as we age, we will be able to still negotiate the busier roads with confidence, and more importantly, with greater safety. Turning off all these gadgets is just an act of ego, declaring "I am a good safe driver". Dare I say it, it's also a declaration of arrogance and I speak from experience. I have a good safety record over the 52 years I have been driving, but I have appreciated anti-lock braking abilities on my vehicles on several occasions, as I have (once) that of the anti-skid device and the tyre pressure monitor. Who hasn't driven over a stretch of road then thought "I have no recollection of the last xyz miles?" A little buzzer going off to warn you of not paying attention is a small price to pay for safety.

More than doing away with high tech equipment, I believe that ongoing testing of motorists should be introduced, so that we stay up to date and aware of new technology in our vehicles. HGV and PSV drivers have to undergo periodic tests and medicals, so why not private motorists, too, as we all share the same roads! And, how about the initial test being just that, allowing the ab-initio to drive a vehicle up to a certain power level, then progressing through more tests for more powerful and larger vehicles up to advanced driving tests for those wishing to drive M-Series BMW's, Ferrari's, Porsche's, and large 4x4's, etc? Just as pilots are required to do with the various aircraft they progress through – they even require a test flight if they haven't flown for a while, unlike motorists who may not have been behind the wheel of a vehicle for a decade, but providing their licence is up to date, there is no bar on them driving. How ridiculous is that?

Regards

Terry Crofton
Via e-mail

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The Extra Mile

Car aerodynamics, as we know, play a major part in determining fuel consumption, particularly at higher speeds. The virtues of good aerodynamics were probably best exemplified in the post-war mass car market by the Volkswagen Beetle and small Saabs, although there's plenty of evidence from earlier times, such as Rumpler's Tropfenauto (teardrop car) of 1921, that car designers understood the basic principles, and also that good aerodynamics often made for attractive body shapes. But compromises are always demanded of body designers in relation to practicality and housing the underlying chassis and mechanics, and these generally hinder the quest for purity of design, and fuel efficiency.

But hybrids, electric cars, and fuel-cell power are definitely changing the game. Cooling of a conventional engine requires significant volumes of air to be directed into the engine compartment, usually passing through a cooling radiator, and often an intercooler, and then allowed to exit in some way that generally affects the optimum aerodynamics. But electric cars don't require vast amounts of cooling air and, like rear-engined cars, offer the possibility of cleaner and more aerodynamic frontal shaping. Good aerodynamics that consume less power to drive the car through the air are also more critical to pure electric cars, in terms of maximising their battery range, and on them you'll see some aerodynamic features and refinements that don't feature on more conventional cars. Take a close look at a Renault Fluence, for instance, and you'll see all manner of detail aerodynamic refinements around the bonnet and windscreen areas that show the care that's been taken in design. Using similar measures, the amazing Tesla Model S (with a drag co-efficient of just Cd 0.24) requires only 14bhp to cruise at 70mph, 4bhp less than the 0.25 Cd Fluence. But it's always a pleasure to recall the underrated 1989 Vauxhall Calibra's drag coefficient of just 0.26, a figure matched by very few of today's cars, although the Peugeot 508 stands out as a relatively unremarkable shape that, with clever attention to detail, hits a Cd of just 0.25.

Moving around to other body areas, take a look at the 1938 Panhard Dynamic and, whilst you wouldn't like to tackle a roadside wheel change, their covered front and rear wheel arches certainly make a stunning design statement, as well as improving their aerodynamics. Honda's original Insight, and the 60-year old Citroën DS and ID show the use of aerodynamics around the rear wheel arches, which are faired in to reduce turbulence and drag. On more recent eco-design cars you'll see aerodynamically superior wheels and wheel trim designs that save a little bit more fuel. BMW's skinny, yet handsome, 19-inch wheels on their i3 may be the beginnings of a healthy trend away from the almost inevitable fat alloys, and using larger diameter, but narrow, wheels and tyres to reduce both rolling resistance and aerodynamic drag. Rear wheel steering, both active and passive (using clever suspension bushes), has featured on some fairly recent Hondas, Mazdas and Nissans, and may yet be seen again; by reducing the front wheel steering angles required, it allows closed in front wheel arches that improve aerodynamics in an area where there is significant turbulence and drag. Elsewhere, common features like door mirrors, which generate significant aerodynamic drag, could become extinct with the adoption of rear-view cameras, and varied techniques of reducing windscreen wiper drag are being progressively introduced. We've already seen innovative door handles engineered into rear window frames, and it's not beyond possibility that electric door opening and closing could, in time, totally eliminate door handles as we know them. Another feature often encountered on eco model variants is lowered ride height, using shorter road springs, where significant reductions of drag can be achieved, often along with attachments to reduce under-body turbulence. Citroën employed their variable hydropneumatic suspension to reduce the car ride height at higher speeds, such as in motorway cruising, and that's a technique that's not beyond conventionally sprung active suspension systems that are becoming more widely adopted. So things are certainly not standing still in car aerodynamics and, in reality, there's possibly more scope for gains in real life fuel economy from such developments than from further improvements in internal combustion engine efficiency.

Victor Harman DC







KEEP IT IN THE FAMILY

Dennis and Catherine Read share a passion and that is their cars. Although not quite fanatical they do enjoy a quality vehicle that is value for money and returns good service, economy and performance. Their latest vehicles are in their opinion the epitome of this.

The couple cover over 40,000 miles per annum between them through a combination of motorway and urban. Over the years Dennis has developed a keen eye for aftermarket accessories that improve all aspects of driving. If there is a fuel additive, accessory or trick Dennis has likely tried and tested it as much as any journalist.

In 2007 the contemporary thinking pair both set their sights on Tunit as a solution to provide better performance and economy. Since then they have visited a Tunit Dealer with nine consecutive vehicles and through a combination of upgrade and part/exchange enhanced the performance and economy of each one.

The latest additions to the Read family are a VW Passat estate and VW Beetle, sharing the same 2.0 140bhp engine, which arrived back at Tunit Head Office 19th June after being installed initially in February.

The Passat was first placed on the Dyno after a brief health check. The Tunit was temporarily disconnected (which is one of the benefits of the versatile product) to show a standard run. The Beetle has permanent Traction control engaged which meant unfortunately no Dyno run.



As you can see from the graph, the car healthily performed above standard, giving a tremendous 153.3BHP in standard above the manufacturers 140bhp and 251lbs/ft of torque as opposed to the manufacturers 236lbs/ft. The graph showed a good improvement however the power and torque of the standard vehicle peaked to a plateau at 3500rpm and then dropped off completely just after 4500 rpm. Unfortunately typical of most manufactures diesel engines providing a narrow useable Torque band.

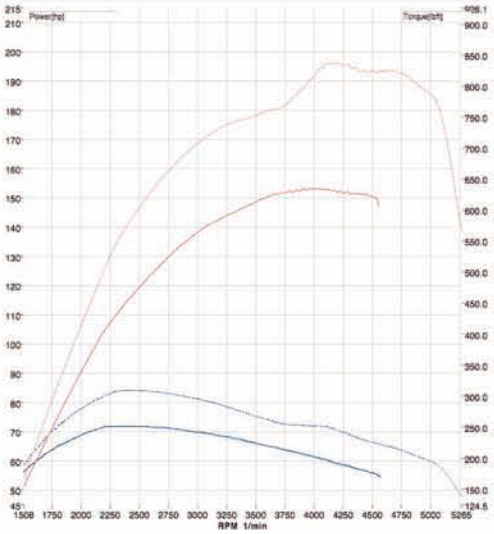


" with a Tunit you are in a higher gear everywhere you go"



VW Passat

Before	153.3 BPH / 3974 1/min (95 mph)	251.7 lnft / 2395 1/min
After	196.3 BHP / 4171 1/min (100mph)	308.7 lbft / 2468 1/min



TUNING STATS

AFTER TUNIT INSTALLATION & LAPTOP TUNE

ORIGINAL HORSEPOWER: 153BHP

196 BHP

ORIGINAL TORQUE: 251 IBS/FT

308 IBS/FT

The Tunit was refitted in less than 5 minutes and another run was commenced on the Dyno. After a 5 minute roar of the rollers transferring calculations and the powerful fan simulating 90mph wind speeds a calculation of Torque and Power appeared. Tunit can alter settings to create improved curves and performance in required areas but in this case it was decided to leave it as it was fitted in February to give a true result of 3 months driving. The performance shown was remarkable showing 196.3 BHP and 308.7 lbs/ft of torque. ... a very respectable 30% increase. It is not all about Power though, is the message that Tunit give. Looking at the graph, both Power and Torque come in much earlier in the RPM range. This provides more useable power for a much longer length of time meaning gear changes are more efficient helping economy. Quite interesting is the increase in performance after Tuning at 4000rpm where the standard vehicle loses power.

Charts and figures are all very good but the truth is in the trying, so what did Dennis and Catherine think?

The praise was rather endless for the post tuned vehicles, however in brief fuel economy was increased 15% to 19% across combined use, the drive was smoother and performance was impressive.

A few choice quotes from the drivers in questions were "with a Tunit you are in a higher gear everywhere you go", "My insurance is unchanged due to Tunit not being a chip or map", " Super clean performance means smooth overtaking"

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Our used car experts have been scouring the country to find exceptional prices on nearly new and pre-registered cars boasting the latest registration plate, whether that be at main dealers, car supermarkets or used car specialists. Canny buyers know that a car depreciates heavily as soon as it is driven off of the dealer's forecourt, and so buying a car that is nearly new makes a whole lot of sense. After all, nosy neighbours will only be interested in the plate on the front, and so providing it is the latest registration, they won't know that you've been a cheapskate, and you can have a smug grin on your face knowing how much cash you've saved.

DIESEL DEALS



VOLVO V40 D2 R-DESIGN

2015 (15-plate), 10 miles

Price when new	£23,295
Price now	£17,500
Saving (discount)	£5,795 (24%)
Where	Bristol Street Motors, Sheffield (08436 589944)

It may feature the outgoing Ford/PSA Peugeot–Citroën sourced Euro–5 engine that has now been discontinued, but it's cracking value, with good refinement and exceptional frugality.

SUB 100G/KM PETROL POWER



FIAT PANDA EASY 0.9 TWINAIR

2015 (15-plate), 10 miles

Price when new	£11,375
Price now	£9,000
Saving (discount)	£2,375 (20%)
Where	Arnold Clark Fiat, Kirkcaldy (01592 669840)

One of the cheapest five–door hatches on the market, and fitted with the innovative TwinAir engine. Finished in fashionable white paint, the 20 per cent discount makes it a cheap buy.

ELECTRIC AVENUE



NISSAN LEAF TEKNA

2015 (15-plate), 10 miles

Price when new	£25,590
Price now	£20,000
Saving (discount)	£5,590 (21%)
Where	Holdcroft Nissan, Crewe (01270 416915)

Cut–price deals on the Nissan Leaf are quite commonplace, but it's usually the entry–level Visia models that are sold cheaply. We found this top–spec Tekna model with more than £5.5k off.

HYBRID OPTION



BMW i8

2015 (15-plate), 45 miles

Price when new	£99,540
Price now	£98,850
Saving (discount)	£690 (0.6%)
Where	Bramley Motor Cars, Guildford (08448 227915)

With almost all i8s fetching a price premium over BMW's sizeable on–the–road price, this white example based in Surrey has to be one of the cheapest delivery mileage i8s around. Rather than being sold by a BMW main dealer, it is offered for sale by a premium car specialist.

TOTAL RECALL

Here we list a summary of all of the recent vehicle recall notices announced by the car makers and the DVSA (Driver and Vehicle Standards Agency), previously known as VOSA. Check down the list to see if your car is mentioned, and if it is, we recommend that you contact your nearest main dealer without delay, as many of the recalls affect the vehicle's safety. More info can be found at www.vosa.gov.uk/vosa/apps/recalls/.

MODEL	RECALL REASON	RECALL DATE	BUILD DATES AFFECTED
BMW 1 Series	Engine may stall	08/06/2015	01/09/2013 to 31/03/2015
BMW 2 Series Coupé	Engine may stall	08/06/2015	01/09/2013 to 31/03/2015
BMW 3 Series Saloon/Touring	Engine may stall	08/06/2015	01/09/2013 to 31/03/2015
BMW 3 Series Gran Turismo	Engine may stall	08/06/2015	01/09/2013 to 31/03/2015
BMW 4 Series Coupé/Convertible	Engine may stall	08/06/2015	01/09/2013 to 31/03/2015
BMW 4 Series Gran Coupé	Engine may stall	08/06/2015	01/09/2013 to 31/03/2015
Citroën C4 Picasso	Possibility of loss of control	26/05/2015	26/03/2013 to 20/11/2014
Great Wall Steed	Fuel may leak	01/06/2015	Refer to dealer
Peugeot 308	Possibility of loss of directional control	26/05/2015	18/07/2013 to 02/12/2014
Porsche 918 Hybrid	Possibility of fire	22/05/2015	25/02/2015 to 06/05/2015
Smart fortwo	Steering efficiency may be reduced	09/06/2015	01/01/2014 to 31/08/2014
Vauxhall Insignia Country Tourer	Tailgate may drop abruptly after it is opened	21/05/2015	From launch to 19/03/2015
Vauxhall Insignia Sports Tourer	Tailgate may drop abruptly after it is opened	21/05/2015	04/07/2008 to 19/03/2015
Volkswagen Jetta	Directional control may be lost	08/06/2015	01/01/2011 to 01/08/2013
Volkswagen Beetle	Directional control may be lost	08/06/2015	01/01/2011 to 01/08/2013
Volvo XC90	Side impact protection system may not deploy when required	03/06/2015	27/01/2015 to 19/05/2015

REMEMBER THIS ROVER SD1

A front-end that resembled the Ferrari Daytona meant that the replacement for the Rover P6 got plenty of attention. It also grabbed the gong for the coveted title of European car of the year in 1977, but it wasn't until the facelifted edition in 1982 that a diesel engine was found under the bonnet. Referred to by its codename, SD1, the large hatchback was marketed by Rover using the engine size, so the version utilising the VM Motori-sourced 2.4-litre turbodiesel engine was known as the 2400 SD Turbo. The 90bhp powerplant was paired to a five-speed manual gearbox and was also installed in the 4x4 Range Rover. Ahead of the arrival of the Brit-built car's replacement, the 800 Series, the diesel engined SD1 ended production in January 1986, though it continued to be sold in petrol guise right up until the autumn of 1987. Today, there are just four diesel examples surviving, though a further 21 are registered as SORN at the DVLA and are currently in an unknown state of repair.

4

DIESELS REMAINING



AUCTION **WATCH**

Not only do our used car experts give you invaluable advice on buying a used car privately or from a dealer, but we also check out the car auctions too, to get the low down on the kind of prices being paid on the auction floor. Armed with this information, it will give you an idea of the kind of money that dealers are paying for their used car stock, so you can push harder and get a better deal when negotiating the price of your next used car.

MANHEIM AUCTIONS, BRISTOL — **JUNE 2015**

YEAR/PLATE	MODEL	CO_2 G/KM	COLOUR	MILEAGE	PRICE £
2008/58	Alfa Romeo 159 Limited Edition 1.9 JTDm2	157	Black	58,143	£5,050
2012/12	Alfa Romeo Giulietta 2.0 JTDM-2 Lusso TCT Automatic	119	Black	40,374	£8,000
2009/59	Alfa Romeo MiTo 1.3 JTDM-2 Veloce (90)	119	Grey	92,230	£3,400
2012/12	Audi A1 Sportback Sport 1.6 TDI	99	Black	99,659	£7,400
2009/09	Audi A3 Sportback Sport 1.9 TDIe	119	Black	74,699	£6,350
2009/09	Audi A4 Cabriolet Final Edition 2.0 TDI	172	Silver	56,974	£10,200
2009/59	Audi A5 Sportback SE 2.0 TDI (170)	137	Silver	93,730	£8,000
2011/61	Audi Q5 2.0 TDI quattro	172	Black	56,469	£12,500
2009/59	Audi Q7 S line 4.2 TDI quattro Automatic	262	Grey	91,499	£19,800
2009/09	Audi TT Coupé 2.0 TDI quattro	139	Blue	30,368	£12,400
2012/12	BMW 320d SE	120	Red	4,630	£16,400
2006/56	BMW 330 Cd M Sport Convertible	187	Grey	90,136	£5,900
2009/59	BMW 530d M Sport Business Edition Automatic	176	Grey	73,369	£10,900
2010/10	BMW X1 sDrive18d SE	136	White	71,568	£8,075
2012/62	Chevrolet Captiva LTZ 2.2 VCDi	170	Silver	93,203	£7,600
2010/10	Citroën C3 Picasso VTR+ 1.6 HDi	119	Red	37,919	£4,300
2009/58	Citroën C3 Rhythm 1.4 HDi	115	Green	28,380	£2,725
2010/59	Citroën C4 Exclusive 1.6 HDi 16V EGS 5-door	120	Red	32,699	£4,600
2011/11	Citroën DS 3 By Orla Kiely 1.6 HDi 90	107	Black	21,358	£7,000
2012/12	Citroën DS4 DSign 1.6 HDi 110	122	Red	26,058	£7,950
2010/10	Ford Fiesta Titanium 1.6 TDCi 5-door	110	Black	64,525	£5,000
2012/12	Ford Grand C-MAX Zetec 1.6 TDCi	129	Black	34,070	£8,100
2011/61	Ford Kuga Titanium X 2.0 TDCi AWD (163)	159	Blue	71,142	£11,100
2006/56	Ford Mondeo ST 2.2 TDCi 5-door	161	Blue	55,608	£4,000
2010/10	Honda Civic SE 2.2 i-CTDi 5-door	134	Black	79,450	£4,600
2006/56	Hyundai Sonata 2.0 CRTD CDX	163	Black	66,604	£1,375
2009/09	Jaguar XF 2.7 V6 Diesel Premium Luxury Automatic	199	Silver	49,614	£10,900
2009/59	Jeep Grand Cherokee 3.0 CRD Overland Automatic	270	Silver	50,343	£9,450
2007/07	Kia cee'd GS 1.6 CRDi	129	Black	62,295	£2,400
2007/07	Kia Sedona LS 2.9 CRDi Auto	237	Silver	68,006	£2,450
2009/59	Kia Soul 2 1.6 CRDi Automatic	155	White	29,166	£5,000
2009/09	Land Rover Freelander 2 2.2 TD4 SE	190	Blue	57,342	£9,700
2010/10	Mazda3 Sport 2.2 Diesel (150) 5-door	144	Silver	88,882	£4,800
2008/08	Mazda6 Sport 2.0 Diesel (140) 5-door	149	Red	77,042	£3,000
2008/58	Mercedes-Benz CLC 220 CDI Sport Automatic	179	Red	61,724	£8,200
2007/57	Mercedes-Benz R 320 L CDI Sport Automatic	246	Black	88,643	£7,900
2012/12	Mercedes-Benz SLK 250 CDI AMG Sport Automatic	132	Blue	28,946	£17,750
2012/12	MINI One D	99	Green	26,995	£6,000
2008/08	Mitsubishi Outlander Elegance 2.0 DI-D	183	Red	91,351	£6,500
2007/07	Mitsubishi Shogun Elegance 3.2 DI-D LWB Automatic	280	Silver	69,888	£8,100
2012/12	Nissan Juke Tekna 1.5 dCi	129	Black	23,285	£9,800
2010/10	Nissan Note Tekna 1.5 dCi 86	115	Blue	52,342	£4,250
2010/60	Nissan Qashqai Acenta 1.5 dCi	137	Black	98,779	£5,450
2012/12	Peugeot 207 Sportium 1.6 HDi 92 5-door	110	Grey	43,214	£4,950
2010/60	Peugeot 3008 Exclusive 1.6 HDi 112 EGC	129	Black	63,451	£5,800
2009/09	Peugeot 308 SE 1.6 HDi EGC 5-door	120	Blue	83,847	£2,550
2012/12	Peugeot 508 RXH HYbrid4 Limited Edition	107	Bronze	69,192	£10,000
2012/61	Range Rover Evoque Coupé SD4 Dynamic Automatic	169	Black	50,249	£22,900
2012/12	Range Rover Sport Autobiography 3.0 SDV6	230	Black	76,155	£30,100
2010/10	Renault Clio Sport Tourer Dynamique TomTom 1.5 dCi 86	115	Red	35,665	£4,100
2011/61	Renault Laguna Sport Tourer Dynamique 2.0 dCi 150	136	Silver	90,375	£4,600
2007/57	Saab 9-3 Sportwagon Vector Sport 1.9 TiD (150)	159	Grey	£89,771	£2,250
2012/62	SEAT Exeo SE Tech 2.0 TDI CR (141) Multitronic	146	Silver	30,925	£8,500
2012/12	SEAT Ibiza SC Sportrider 1.6 TDI CR	112	Red	39,563	£5,550
2011/11	SEAT Leon FR 2.0 TDI CR DSG Automatic 5-door	148	Red	71,956	£6,700
2004/04	Skoda Fabia Estate Elegance 1.9 TDI PD (100)	135	Grey	79,794	£1,600
2011/11	Skoda Superb Estate SE 2.0 TDI CR (170)	155	Green	48,115	£7,600
2009/09	Subaru Impreza 2.0D RX	155	Silver	54,466	£8,550
2009/59	Toyota Avensis T Spirit 2.2 D-CAT (150) Automatic	171	Grey	54,365	£7,550
2011/61	Toyota Urban Cruiser 1.4 D-4D 4WD	130	Blue	19,889	£7,600
2010/10	Toyota Verso TR 2.0 D-4D	143	Blue	6,651	£8,300
2010/60	Toyota Yaris TR 1.4 D-4D 5-door	110	Blue	25,269	£5,300
2011/11	Vauxhall Astra Elite 2.0CDTi	129	Black	59,636	£6,100
2010/60	Vauxhall Insignia SE Nav 2.0CDTi (160) ecoFLEX 5-door	129	Black	44,403	£5,900
2007/56	Vauxhall Vectra Design 1.9 CDTi (120) 5-door	154	Blue	70,855	£1,500
2011/60	Vauxhall Zafira Energy 1.7 CDTi ecoFLEX (110)	134	Blue	93,522	£4,100
2007/57	Volkswagen Golf Match 1.9 TDI 5-door	143	Blue	88,060	£3,800
2008/58	Volkswagen Jetta SE 2.0 TDI PD	157	Black	65,989	£3,550
2008/58	Volkswagen Passat CC 2.0 TDI CR (140)	153	Black	91,235	£5,600
2007/07	Volkswagen Polo Dune 1.4 TDI 5-door	127	Silver	60,436	£2,850
2011/61	Volkswagen Touareg Altitude 3.0 TDI 4MOTION Automatic	189	Black	27,857	£22,600
2011/11	Volvo C30 D2 R-Design	114	Grey	42,562	£7,250
2008/08	Volvo V70 D5 SE	172	Blue	89,353	£5,500
2012/12	Volvo XC60 D3 AWD SE Lux	149	Black	99,651	£10,500
2011/11	Volvo XC90 D5 AWD R-Design Automatic	219	Blue	59,198	£15,500

VOLVO C70

2010 TO 2013 FROM £7,900



TECHNICAL SPECIFICATIONS

Made in	Uddevalla, Sweden
Configuration	2-door coupé-convertible, 4-seats, front-wheel-drive
Drivetrain	1984cc, 5-cylinder, 20-valve, turbocharged diesel with particulate filter
Transmission	6-speed manual or 6-speed automatic
Power output	
D3	148bhp @ 3,500rpm
D4	174bhp @ 3,500rpm
Maximum torque	
D3	258lb ft @ 1,500-2,750rpm
D4	295lb ft @ 1,750-2,750rpm
Top speed/0-62mph	
D3 Manual	130mph/10.8secs
D3 Automatic	127mph/10.9secs
D4 Manual	137mph/9.8secs
D4 Automatic	134mph/9.9secs
Fuel tank size	60 litres
Insurance group	
D3	28 to 30
D4	33 to 34
Size (length/width with mirrors)	4,615/2,025mm
Boot space (minimum/maximum)	202/404 litres
Kerb/maximum towing weight	
D3 Manual	1,755/1,500kg
D3 Automatic	1,771/1,500kg
D4 Manual	1,769/1,500kg
D4 Automatic	1,785/1,500kg
Euro NCAP safety rating	Not tested

The Volvo C70 Coupé Convertible made its debut at the Frankfurt motor show back in 2005 and shared a platform with the S40 saloon and V50 estate. With Ford owning Volvo at the time, the chassis was part of a worldwide project that underpinned cars as diverse as the Ford Focus and C-MAX and Mazda's 3 and 5. Whereas the previous generation C70 boasted separate coupé and convertible variants, this time around the car adopted a three-piece electric folding roof.

Four years later, a facelifted edition was revealed, sharing a front-end with the C30 sports coupé, and just a few months later, for the 2011 model year, the Swedish firm installed its new range of 2.0-litre five-cylinder diesel engines under the snout of the C70. Badged D3 and D4, they boasted 148 and 174bhp respectively, and it is these versions that we focus on in this buyer's guide. Silky smooth in their operation, with a delicious engine note, the new powerplants were offered with either a six-speed manual gearbox or self-shifting six-speed Geartronic automatic transmission.

From its launch in May 2010, there was a choice of ES, SE and SE Lux trim levels, with a special SE Lux Solstice edition arriving in February 2011. A limited edition SE Inscription model arrived later that year, and the C70 made its last appearance at dealers in April 2013, when it was deleted from the range.

All C70s came equipped with alloy wheels, with the size varying depending on model, as well as climate control, front fog lights, a leather steering wheel and gear knob and cruise control, while SE versions boasted Bluetooth mobile phone connectivity, rear parking sensors, automatic headlights and wipers, power folding door mirrors and faux-leather upholstery. The flagship of the regular range, the SE Lux, also featured leather upholstery, an electric driver's seat with memory and bi-Xenon headlights. The special SE Lux Solstice built on that equipment list by also including keyless entry and start, 18-inch alloy wheels, metallic paint, front parking sensors, a wind deflector, heated front seats,

MODEL HISTORY

KEY DATES AT A GLANCE	
September 2009	Facelifted Volvo C70 revealed at the Frankfurt motor show.
May 2010	New five-cylinder 2.0-litre D3 and D4 engines go on sale for the 2011 model year.
February 2011	Special SE Lux Solstice models joins the range.
October 2011	SE Inscription versions go on sale.
April 2013	C70 discontinued from the price lists.

TRIM/ENGINE	DATES FROM/TO	CO_2 EMISSIONS (TAX BAND)	ECONOMY (URBAN/EXTRA URBAN/COMBINED)	MAXIMUM RANGE
D3	May 2010 onwards	154g/km (G)	35.8/61.4/47.9mpg	632 miles
D3 Automatic	May 2010 onwards	169g/km (H)	32.5/55.4/44.1mpg	582 miles
D4	May 2010 onwards	154g/km (G)	35.8/61.4/47.9mpg	632 miles
D4 Automatic	May 2010 onwards	169g/km (H)	32.5/55.4/44.1mpg	582 miles









satellite navigation and a premium audio system, while the special SE Inscription models base their equipment on mid-range SE trim, and add extra kit like Black Sapphire metallic paint, 18-inch alloy wheels, LED daytime running lights, a high gloss front grille, leather covered dashboard, sports metal pedals and leather upholstery.

OWNING

With an electrically operated metal folding roof, instead of a fabric top, you can park this C70 with peace of mind that you're not going to come back and find that the roof has been slashed to gain entry. Inside, the cabin is high quality, stylish and neatly laid out, adopting Volvo's trademark floating centre console, and the ability to stash oddments out of sight behind the central stack. There's an overabundance of buttons on the centre console which can be bewildering at first, but an owner will soon learn what they all do after a few minutes of familiarisation. Like other Volvos, the seats are immensely comfortable and more akin to an armchair. And this sets the scene for what this Volvo C70 is all about, with a focus upon refinement and overall comfort, rather than outright agility and seat of the pants thrills. Drive it in a relaxed manner and the C70 will reward you with a calm driving experience, but hurry it along and you'll find that there's a fair amount of lean when cornering and the suspension delivers far too many imperfections into the cabin.

The D3 and D4 engines are silky, delivering excellent refinement and a delicious tone when you plant the accelerator pedal into the footwell. There's decent pace from either of the units and plenty of mid-range punch. On paper, the acceleration figures look quite leisurely, however, out on the road, the C70 feels quite lively. Both road and wind noise is well contained with the roof up, and providing you keep the windows up when motoring with the roof down, there won't be too much in the way of wind buffeting. Boot space is quite small with the roof down, with just 202 litres of space – room for a few squashy bags, but that doubles in size to 404 litres with the roof up. It's best to avoid the entry-level ES model, instead spending a little extra cash to buy the mid-range SE trim car, which gives some useful extras, including rear parking sensors to aid manoeuvring and Bluetooth mobile phone connectivity so that you can remain legal while chatting on the phone.

CARS WE FOUND

PRIVATE SALE	
Model	C70 D3 SE
Year/plate	2012/12
Colour	Red
Mileage	42,000 miles
Price	£12,950

USED CAR SPECIALIST	
Model	C70 D4 SE Lux Auto
Year/plate	2011/60
Colour	Metallic blue
Mileage	64,802 miles
Price	£12,479
Contact	Motorline Direct, Shepshed (01509 506396) www.motorlinedirect.co.uk

USED CAR SPECIALIST	
Model	C70 D3 SE
Year/plate	2010/60
Colour	Metallic blue
Mileage	60,500 miles
Price	£10,995
Contact	Auto Scuderia, Bristol (01275 392701) www.autoscuderia.com

RUNNING COSTS

The C70 D4 dispels the myth that more performance equals higher running costs, as both the 148bhp D3 and 174bhp D4 models boast exactly the same CO_2 emissions and fuel economy figures. And so when you are shopping for your perfect C70, it's probably worth seeking out the higher powered car, which in real terms will only cost you a few hundred pounds more than the D3 edition. In everyday driving you can expect to achieve around 40mpg on manual editions and mid-to-late-30s for the automatic variants. Vehicle excise duty will cost you £180 per annum for the six-speed manual, and £295 for six-speed Geartronic automatic versions. As you would expect, the D4 models cost more to insure, and the plusher the model, the higher the group. The C70 is, however, competitive when you compare it to other premium rivals like the BMW 3 Series Convertible.



Servicing requirements are every year or 18,000 miles, whichever arrives first. And while the engine is a Volvo-sourced powerplant, bear in mind that many components under the skin may well be from the Ford parts bin, in common with its sister car, the Focus, so it might be more cost effective to source them from a Ford dealer, where overheads may be lower. With the majority of C70 D3 and D4s now out of warranty, it is important to shop around to get the best deal on maintenance, and therefore you should play off one garage against another to get a good price. Seek out a good Volvo specialist to see your service bills tumble, but don't be afraid to ask a main dealer to price match. You'll have the benefit of Volvo trained technicians and the latest software upgrades downloaded to your car.

DOCTOR DIESEL SAYS

The 2.0-litre five-cylinder diesel engine is a downsized variant of the robust 2.4-litre powerplant, and the smaller unit enjoys many of its predecessors significant merits. They

PRICES

	2010/10 60,000 MILES	2010/60 54,000 MILES	2011/11 48,000 MILES	2011/61 42,000 MILES	2012/12 36,000 MILES	2012/62 30,000 MILES	2013/13 24,000 MILES	
D3 ES	£7,900 £8,700 £9,400 £10,100	£8,200 £9,000 £9,700 £10,400	£9,500 £10,200 £10,700 £11,500	£10,000 £10,700 £11,300 £12,000	£11,300 £12,100 £12,600 £13,400	-	-	Trade-in Private sale Independent dealer Franchised dealer
D3 ES AUTOMATIC	£8,300 £9,200 £9,900 £10,700	£8,700 £9,500 £10,300 £11,100	£10,100 £10,800 £11,400 £12,200	£10,600 £11,300 £12,000 £12,700	£12,000 £12,800 £13,400 £14,200	-	-	Trade-in Private sale Independent dealer Franchised dealer
D3 SE	£8,600 £9,500 £10,300 £11,000	£9,000 £9,800 £10,600 £11,400	£10,400 £11,200 £11,800 £12,700	£10,900 £11,700 £12,400 £13,100	£12,400 £13,200 £13,800 £14,600	£13,000 £13,900 £14,500 £15,300	£14,700 £15,600 £16,200 £16,900	Trade-in Private sale Independent dealer Franchised dealer
D3 SE AUTOMATIC	£9,100 £10,000 £10,800 £11,600	£9,500 £10,400 £11,200 £12,100	£11,000 £11,800 £12,400 £13,300	£11,500 £12,300 £13,000 £13,800	£13,100 £14,000 £14,600 £15,500	£13,700 £14,700 £15,300 £16,200	£15,600 £16,500 £17,200 £17,900	Trade-in Private sale Independent dealer Franchised dealer
D4 SE	£8,800 £9,700 £10,500 £11,200	£9,200 £10,000 £10,900 £11,700	£10,700 £11,400 £12,000 £12,900	£11,200 £12,000 £12,600 £13,400	£12,700 £13,500 £14,100 £15,000	£13,300 £14,200 £14,900 £15,700	£15,100 £15,900 £16,600 £17,300	Trade-in Private sale Independent dealer Franchised dealer
D4 SE AUTOMATIC	£9,200 £10,200 £11,000 £11,800	£9,700 £10,600 £11,400 £12,300	£11,200 £12,000 £12,700 £13,600	£11,800 £12,600 £13,300 £14,100	£13,400 £14,300 £14,900 £15,800	£14,000 £15,000 £15,600 £16,500	£15,900 £16,800 £17,500 £18,200	Trade-in Private sale Independent dealer Franchised dealer
D3 SE INSCRIPTION	-	-	-	£11,600 £12,400 £13,100 £14,000	£13,200 £14,100 £14,700 £15,600	-	-	Trade-in Private sale Independent dealer Franchised dealer
D3 SE INSCRIPTION AUTOMATIC	-	-	-	£12,200 £13,100 £13,800 £14,700	£13,900 £14,800 £15,500 £16,400	-	-	Trade-in Private sale Independent dealer Franchised dealer
D4 SE INSCRIPTION	-	-	-	£11,900 £12,700 £13,400 £14,300	£13,500 £14,400 £15,000 £15,900	-	-	Trade-in Private sale Independent dealer Franchised dealer
D4 SE INSCRIPTION AUTOMATIC	-	-	-	£12,500 £13,300 £14,100 £15,000	£14,200 £15,100 £15,800 £16,700	-	-	Trade-in Private sale Independent dealer Franchised dealer
D3 SE LUX	£9,500 £10,500 £11,400 £12,200	£10,000 £10,900 £11,800 £12,700	£11,500 £12,400 £13,000 £14,000	£12,100 £13,000 £13,700 £14,600	£13,800 £14,700 £15,300 £16,200	£14,400 £15,400 £16,100 £17,000	£16,400 £17,300 £18,000 £18,800	Trade-in Private sale Independent dealer Franchised dealer
D3 SE LUX AUTOMATIC	£10,000 £11,000 £11,900 £12,800	£10,500 £11,400 £12,400 £13,300	£12,100 £13,000 £13,700 £14,700	£12,700 £13,600 £14,400 £15,300	£14,400 £15,400 £16,000 £17,000	£15,100 £16,200 £16,900 £17,800	£17,200 £18,100 £18,900 £19,700	Trade-in Private sale Independent dealer Franchised dealer
D4 SE LUX	£9,700 £10,700 £11,600 £12,400	£10,200 £11,100 £12,000 £12,900	£11,800 £12,600 £13,300 £14,300	£12,400 £13,200 £14,000 £14,800	£14,000 £15,000 £15,600 £16,600	£14,700 £15,700 £16,400 £17,300	£16,700 £17,600 £18,400 £19,100	Trade-in Private sale Independent dealer Franchised dealer
D4 SE LUX AUTOMATIC	£10,200 £11,200 £12,100 £13,100	£10,700 £11,600 £12,600 £13,500	£12,300 £13,200 £13,900 £15,000	£12,900 £13,900 £14,600 £15,600	£14,700 £15,700 £16,400 £17,400	£15,400 £16,500 £17,200 £18,100	£17,500 £18,400 £19,200 £20,000	Trade-in Private sale Independent dealer Franchised dealer
D3 SE LUX SOLSTICE	£10,400 £11,500 £12,400 £13,400	£11,000 £12,000 £12,900 £13,900	£12,700 £13,600 £14,300 £15,400	£13,300 £14,200 £15,000 £16,000	£15,100 £16,100 £16,800 £17,800	£15,800 £16,900 £17,700 £18,600	£18,000 £19,000 £19,800 £20,600	Trade-in Private sale Independent dealer Franchised dealer
D3 SE LUX SOLSTICE AUTOMATIC	£10,900 £12,000 £13,000 £14,000	£11,500 £12,500 £13,500 £14,500	£13,200 £14,200 £15,000 £16,100	£13,900 £14,900 £15,700 £16,700	£15,800 £16,800 £17,500 £18,600	£16,500 £17,700 £18,500 £19,500	£18,700 £19,800 £20,600 £21,500	Trade-in Private sale Independent dealer Franchised dealer
D4 SE LUX SOLSTICE	£10,600 £11,700 £12,700 £13,600	£11,200 £12,200 £13,200 £14,200	£12,900 £13,800 £14,600 £15,700	£13,500 £14,500 £15,300 £16,200	£15,400 £16,400 £17,100 £18,100	£16,100 £17,300 £18,000 £19,000	£18,200 £19,300 £20,100 £20,900	Trade-in Private sale Independent dealer Franchised dealer
D4 SE LUX SOLSTICE AUTOMATIC	£11,100 £12,300 £13,200 £14,200	£11,700 £12,700 £13,700 £14,800	£13,500 £14,400 £15,200 £16,300	£14,100 £15,100 £15,900 £16,900	£16,000 £17,100 £17,900 £18,900	£16,800 £18,000 £18,800 £19,800	£19,000 £20,100 £21,000 £21,800	Trade-in Private sale Independent dealer Franchised dealer

All of the used car values assume that the car is in excellent condition for the year, with no damage either internally or externally and has been fully maintained using the manufacturer's original parts with receipts and stamps in the service book to prove this. If this isn't the case, you will need to reduce the values accordingly.

DIESEL CAR ROAD TESTS

The Volvo C70 has appeared in Diesel Car road test reports in the past, which will give you further depth as to how it stacks up. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each back issue costs £6.00, delivered to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require.

C70 D4 SE Lux	Issue 286	July 2011

also benefit from further development of the S40/V50-based car, and elimination of some previous problem areas. Both 2.0-litre engines (148bhp and 174bhp) offer ample performance and good flexibility.

First thing to check is the operation of the complex metal folding roof, and also for any associated problems with water ingress, although these appear to have been generally eliminated by the time these facelifted versions arrived in showrooms. Also check the operation of the electric windows, making sure that all of the windows work with all of the switches. Look for any signs of accident repair or damage, as convertible cars are more prone to deformation of the chassis, even in a relatively slow speed accident with a minimal amount of damage apparent to the naked eye. It is also wise to inspect the alloy wheels for any sign of corrosion or heavy kerbing, as this can give you a good idea about how the car has been treated. High trim variants and special editions, like the SE Inscription, will have 18-inch wheels fitted, which may look attractive and sharpen the handling, but will deliver a harsher ride that tends to spoil the C70's essential character as a comfortable and stylish cruising machine. Somewhat surprisingly though, tyres for the 18-inch wheels are only a little more costly than for the smaller 16-inch wheels on base models.



All automatic gearbox variants employ the Volvo (Japanese Aisin sourced) Geartronic transmission, which is superior to earlier Geartronic units and delivers good fuel economy that's only a little inferior to that of a manual car. Being mostly used as an open road car, few diesel particulate filter (DPF) issues have arisen, and all cars should have received a software update following issue of a Volvo technical service bulletin. Occasional issues have arisen with dashboard electrics going haywire, so check that all displays are correct and working properly. Servicing and parts costs are not modest, and a 36,000 mile service, for instance, will cost around £400 plus, so negotiate a pre-purchase service if this mileage is approaching. Keyless entry and start is an option of doubtful value, but check that everything works with this if a car has this specified. Avoid any C70 showing signs of significant wear in the cabin and upholstery, which are costly to restore and repair.

RECALLS

There have been no recalls affecting the Volvo C70.

PARTS PRICES

Air Filter	£22.32
Battery	£99.60
Brake discs – front (each)	£59.52
Brake discs – rear (each)	£54.72
Brake pads – front (pair)	£66.00
Brake pads – rear (pair)	£61.20
EGR valve	£387.60
Fuel filter	£40.08
Headlight	£344.40
MAF sensor	£331.20
Oil filter	£13.44
Rear light cluster	£209.40
Windscreen wipers (pair)	£44.40

All prices quoted are for Volvo approved parts and include VAT. Savings can be made by buying parts from other aftermarket suppliers, but using them will in most circumstances invalidate any remaining warranty that you may have.

TUNING

Here we highlight the kind of results that can be achieved when tuning the 2.0-litre engine in the Volvo C70 D3 and D4, across a range of well respected companies within the tuning industry. But power and torque increases aren't the whole story, and therefore you should discuss your individual desires and requirements direct with the company, be it extra performance, improved fuel economy or extra oomph for towing. Be aware that any increase in power may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, so you should look at uprating these areas too. Most importantly, any kind of engine tuning is a modification, so to stay within the law and to avoid the risk of not being fully insured, you must advise your insurance company accordingly.

COMPANY	WEB ADDRESS	CONTACT NUMBER	PRODUCT NAME	POTENTIAL D3		POTENTIAL D4		COST
BLUE SPARK AUTOMOTIVE	www.bluespark automotive.com	01388 606233	Pro with Boost control	193bhp	329lb ft	226bhp	375lb ft	£279.99
			Pro	185bhp	316lb ft	217bhp	360lb ft	£199.99
			CR Tech 2	171bhp	297lb ft	201bhp	339lb ft	£149.99
CELTIC TUNING	www.celtic tuning.co.uk	01726 892873	Stage 1	174bhp	295lb ft	210bhp	335lb ft	£325.00
EVOLUTION CHIPS	www.evolution chips.co.uk	01253 508400	-	176bhp	302lb ft	199bhp	339lb ft	£375.00
TUNIT	www.tunit.co.uk	0845 838 1405	V-CR	178bhp	288lb ft	204bhp	325lb ft	£450.00
			V-CR Advantage II	182bhp	297lb ft	210bhp	335lb ft	£510.00
VARRA	www.varratuning.co.uk	0800 612 0445	-	179bhp	293lb ft	205bhp	323lb ft	£299.00

USEFUL CONTACTS

Volvo UK	
	www.facebook.com/volvocaruk
	01628 422522
	@VolvoCarUK
Website	www.volvocars.co.uk
Volvo Forums	www.volvo-forums.com
Volvo Owners Club	www.volvoforums.org.uk

CLOCKING OFF

Mention the word clocking and it conjures up images of dodgy backstreet dealers, winding the mileages back on cars with a suspect history. Alan Anderson reports on a new widespread practice that is taking the industry by storm.

Clocking is back warns the trade, but did it ever really go away? This time, however, falsifying the mileage isn't down to dodgy dealers, but mischievous mis-calculating motorists who don't want to be clobbered by penalties by finance companies come trade-in time. But with a claimed two-thirds of brand new and nearly new vehicles bought using personal contract plans (PCPs), it is the subsequent used car buyer down the line that are the most likely to be swindled.

According to trade experts and vehicle valuers Glass's Guide, new (and nearly new) car buyers are increasingly opting for the cheapest PCP plan on offer, especially when it comes to aspirational German brands, but fundamentally budget family cars, says Glass's Guide. Invariably this means stricter mileage conditions which, if exceeded, leads to penalties when handing the car back at the end of the finance term, costing hundreds or even thousands of pounds. But thanks to mileage correction services, turning back today's clock couldn't be quicker or simpler, as it doesn't involve stripping down the dashboard to doctor the speedometer, but simply plugging in a laptop and choosing your own odometer reading – just a few minutes work.

Glass's Guide told Diesel Car that far from being con merchants, the typical private clocker has more likely inadvertently overrun the car's contracted mileage limit by 10,000 miles or so. The quality of today's cars means that they hide their age well and, because they are less than three years old, don't require an MoT which publishes the vehicle's mileage. Add in extended maintenance intervals, meaning just one stamp in the service book, and no one's going to be the wiser. Glass's Guide says the fraud is only discovered when the main dealer checks the car over, plugging-in diagnostic equipment, which will flag up an error message. But by then the deal is done, the PCP contract has been settled, and then there's the difficult scenario of actually proving who clocked the vehicle. Don't be surprised if you see canny dealers interrogating cars before signing off the PCP contract in future!

Thankfully, the law is on the buyers' side if one slips through the net and you buy from a dealer, but still check such details like the state of the engine oil on the dipstick, wear on the steering wheel, gear lever, pedal rubbers and floor mats, plus question why new tyres are fitted (or required) on such a low mileage car.



> **...thanks to mileage correction services, turning back today's clock couldn't be quicker or simpler...**

But let's end on a lighter note with two clocking stories, one probably anecdotal with the other believed to be true as it was told to us personally – can you guess which is which? There's the tale of a shady used car dealer of years gone by when, upon removing the old analogue speedometer from the dash, was confronted with a small sticky label proclaiming "Oh no – not again!" And then there's the one about a car owner who wanted the odometer reading to be 'fast forwarded' so his boss would grant him the new car that was promised. Preferable to the other way round of course and we can think of worse sins, but he was said to be the local Vicar! The second story is of course 'true', but clocking still remains a no laughing matter!

Alan Anderson





REMOVE DIESEL INJECTORS WITH IMPACT FORCE AND VIBRATION



6092

Air Hammer Extractor

- Allows effective transmission of impact force and vibration to any adaptor with a 5/8" thread.
- Recommended for use with the Laser Air Hammer Part No. 6031.
- Offers an effective means of extraction of stuck diesel injectors (adaptors available separately).
- Made in Sheffield.
- Registered Design.



MADE IN SHEFFIELD

REGISTERED DESIGN

6031

Air Hammer



- Variable speed trigger.
- Built in power regulater.
- Quick change chuck.
- 2200 blows per minute (bpm)/stroke length 98mm.
- Air hose size 3/8"ID, air inlet size 1/4"BSP.

Injector Adaptors



Part No	Thread	Description
6118	M25	Siemens injectors with M25 thread
6119	M20	Denso injectors with M20 thread (Nissan etc)
6120	M27	Siemens injectors with M27 thread
6121	M12	M12 internal thread to fit older style injectors equipped with M12 high pressure pipe union on the top of the injector
6122	M14	Internal for Delphi
6123	Universal	Off line action with 15° angle 30° swing

Contact your local dealer for prices. To find your nearest dealer, please telephone or visit the Laser website.

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FIRST TEST



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FIRST TEST



VOLKSWAGEN TOURAN

VW's shapelier seven-seater tested

USED CAR BUYER'S GUIDE



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Our comprehensive guide to buying a second-hand Alfa

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THE AUTHORITY ON GREEN CARS, ELECTRIC, HYBRID AND ALTERNATIVE FUELS

DS TEAMS UP WITH VIRGIN RACING IN FORMULA E

As the London leg of the 2014/2015 FIA Formula E championship got underway, DS Automobiles and Virgin Racing announced a new partnership in the 2015/2016 Formula E season. The new DS Virgin Racing team will utilise the technological expertise from DS's successful motorsport division. And while the first season saw the ten race teams competing using Spark-Renault SRT_01E Formula E race cars, the next season will allow teams to design and develop their own cars, in accordance with strict technical specifications that have been laid down by the FIA (Federation Internationale de l'Automobile).



Yves Bonnefont, chief executive officer of the DS brand commented, "The engagement of the DS brand in Formula E with our partner Virgin Racing is fully consistent with the brand's positioning. We fully share the values of Formula E: avant-garde technology and proximity to the public. The experiences that we will accumulate thanks to the races are key factors for us in the improvement of our technology that we deliver directly to our customers in our cars."

Sir Richard Branson, founder of Virgin Group added, "I'm absolutely delighted that Virgin Racing has found a partner of the calibre of the DS brand. In season one, Formula E has delivered on its vision of creating exciting, fan-friendly racing spectacles where almost any team can win; now I look forward to building on this in season two and with our new partner DS, aiming to compete to win multiple championships." He went on to say "I'm thrilled that Virgin Racing is playing a leading role in another of Formula E's visions, that of attracting the large automotive manufacturers into the sport in order that the technology that is developed flows down into the cars that we can all drive. I have no doubt the partnership will prove a great success, not only on track, but also in providing a catalyst to develop the next generation of electric vehicles for the future."

PLUG-IN CAR GRANT SHAKE-UP

The Office for Low Emission Vehicles (OLEV) has confirmed that the current £5k grant will end this year, though no actual date has been confirmed. For customers that have ordered a car, but not yet taken delivery, the grant will be honoured, providing the car is registered and delivered within nine months.

Earlier this year, the Government department confirmed that the scheme would be reviewed, with qualifying vehicles placed into three separate categories, based on CO_2 emissions and zero-emissions range. Category one vehicles must have CO_2 emissions of less than 50g/km, with a range of at least 70 miles, while category two is reserved for vehicles that produce CO_2 under 50g/km but can only only travel between 10 and 69 miles in an all-electric mode. The final category is for vehicles that emit CO_2 emissions of between 50 and 75g/km, and have a zero-emissions electric range of at least 20 miles. The amount of subsidy has yet to be announced for each of the categories, but for now all of them qualify for the full grant, whereby motorists can gain a 35 per cent discount off the basic price of a plug-in vehicle, with a maximum grant threshold of £5,000.



The Government is believed to have set aside £200 million to continue offering incentives between 2015 and 2020, however, at current subsidy levels that amounts to just 40,000 units. The current scheme was introduced in 2011 to encourage the purchase of ultra-low emissions vehicles.

MOTORING MORSELS

LPG experts **AUTOGAS** are establishing a network of expert garages to install and maintain LPG-powered vehicles. Five have been recruited so far, with plans to grow to 20 by the end of the year.

The **FORD** 1.0-litre EcoBoost engine has been named best engine under 1.0-litre in capacity for the fourth consecutive year in the 2015 International Engine of the Year Awards.

LAND ROVER has provided a **RANGE ROVER** long wheelbase hybrid State Review vehicle to The Queen, designed and built by the company's Special Vehicle Operations department.

The zero-emissions Taxi, the **METROCAB**, will be built in Coventry from 2016. Already at work in London, it has been issued with a trial license by Transport for London.

The **MINI** plant in Oxford is showcasing a street lighting system that doubles up as a charging station for electric vehicles. Its modular design means it can be installed anywhere.

An Outlander PHEV plug-in hybrid vehicle will be entered by **MITSUBISHI** in the Baja Portalegre 500 cross-country rally. It's due to be held in the eastern part of the country in October.

Production of the **PORSCHE** 918 Spyder plug-in hybrid has now ended. First shown as a concept car at the Geneva motor show in 2010, the company built 918 examples.

Business users at TAG Farnborough Airport will see three new **RENAULT** Zoe all-electric vehicles entering service, which will be used as airside staff shuttle vehicles.

The **RENAULT-NISSAN ALLIANCE** has sold its 250,000th fully electric vehicle to an engineer in France. The landmark vehicle was a white zero-emissions **RENAULT** Zoe.

Seven more Supercharger stations have been announced by **TESLA**, bringing the UK tally up to 68. Just a year ago, the first one opened in Royal Victoria Docks in London.

TESLA has confirmed that its Model 3 will be available both as a saloon and crossover when it is first revealed next year. Production is set to begin sometime in 2017.

Three years since the launch of the **TESLA** Model S, the company has announced that its vehicle fleet worldwide has driven over a billion miles, saving half a million tons of CO_2.

You can read more about some of these stories at WWW.ECOCARMAGAZINE.CO.UK

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FUEL PRICES

With the cost of petrol making up a significant part of a car's running costs, Eco Car researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles.

GLASGOW	ASDA	114.7	1p	YORK	ASDA	113.7	NO CHANGE
NEWCASTLE UPON TYNE	MORRISONS	113.9	1p	LINCOLN	ASDA	113.7	NO CHANGE
BELFAST	TESCO	114.9	1p	MILTON KEYNES	TESCO	114.9	1p
MANCHESTER	SAINSBURY'S	110.9	1p	LONDON (WEST END)	SAINSBURY'S	112.9	2.2p
BIRMINGHAM	ASDA	113.7	1p	NORWICH	MORRISONS	114.7	1p
CARDIFF	ASDA	113.7	1p	SOUTHEND-ON-SEA	JET	114.9	2p
SWINDON	ASDA	113.7	1p	DOVER	TESCO	115.9	1p
PLYMOUTH	ASDA	113.7	2p	PORTSMOUTH	ASDA	114.7	1p

PRICES CORRECT AS AT 21ST JUNE 2015

WHAT'S NEW

RENAULT

An expansion of the Twingo range sees a lower powered SCe 70 edition of the Dynamique S model joining the range, wearing a price tag of £11,845. This represents a premium of £850 compared to the lower specification Dynamique model, with additional equipment like 16-inch diamond-cut alloy wheels, coloured dashboard, air vent surrounds and steering wheel inserts, as well as strips in the grille, door mirror covers and side mouldings gaining a dash of colour, too. There's also matt black decals along the side, part-leather red and black upholstery and sporty aluminium pedals. Renault



claims a combined fuel economy figure of 67.3mpg, with CO_2 emissions of just 95g/km. This latest Twingo model is available to order now from Renault dealers.

RENAULT

Following its debut at the Geneva motor show in March, the revised Zoe range is available to order now. As well as a revised trim-level structure that mirrors that of other models in the Renault line-up, there's a maximum range of up to 149 miles in optimum conditions. Out go the Dynamique Zen and Dynamique Intens models, to be replaced by a single Dynamique Nav variant to simplify matters. But beware, the longer range means that the Zoe can no longer be rapid charged, so for buyers that need that facility, Renault has thoughtfully retained the previous variant in the range, called the Dynamique Nav Rapid Charge, and with a maximum driving range of 130 miles. Performance figures are identical no matter which version you choose, and both have a power output of 87bhp and 162lb ft of torque. When purchasing the Zoe, there's the option of renting the battery packs or buying them outright, with the list price dependent upon which option you choose. A Zoe Expression Nav, for example, with the batteries leased will cost you £13,445 to buy, whereas buying the car with the batteries included raises the price to £18,445 – a £5,000 premium. Renting the batteries can cost as little as £45 a month if you travel just 3,000 miles a year and commit to a 36-month lease, though a 12,000 mile deal over 24-months will cost a heftier £103 per month. By contrast, the Dynamique Rapid Charge Nav model is priced at £15,545 with the batteries leased, and £20,545 if you choose to buy with the batteries thrown in. Opting for a non rapid-charging Zoe Dynamique will save you £500 off each of those prices.





RENAULT

Revisions to Renault's Twizy line-up has seen the Urban and Technic models ditched in favour of more familiar names like Expression and Dynamique, to fall in line with other models in the Renault range. The Expression model replaces the Urban model, mirroring exactly its equipment levels, while the Dynamique version is similar to the Technic model that it replaces, but is offered with a choice of 14 different colour collections, three different interior colours, and either gloss black, orange or blue 13-inch wheels, dependant upon the exterior colour chosen. Previously the wheels were offered solely in gloss black. Prices remain the same as before, so that's £6,895 for the Expression and £7,595 for the Dynamique. As before, you'll need to lease the battery pack with prices starting from £45 per month and varying depending on the length of the term of the lease and the miles that you're likely to cover.

SEAT

The 2016 model year Mii line-up has been announced by SEAT, and in addition to all models complying with the latest Euro-6 emissions standards, fuel-saving Ecomotive models are now aligned to SE trim, rather than being based on the entry-level S specification. This results in a price hike of £615 compared to before, however, the Mii SE Ecomotive now boasts 14-inch alloy wheels, a leather steering wheel and gear knob, electric and heated mirrors, a gloss white dashboard appliqué and chrome dials and vent surrounds. As before, there's the option of three- and five-door bodystyles, with CO_2 emissions of 95g/km and an official combined fuel economy figure of 68.9mpg. Equipped with stop-start and brake regeneration technology, the 59bhp 1.0-litre three-cylinder engine is mated to a five-speed manual gearbox. Prices start at £10,145 for the three-door, rising to £10,495 for an extra pair of doors. The new Mii line-up is available to order now.



GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.

Renault Twizy Urban
Renault Twizy Technic
Renault Zoe Expression
Renault Zoe Dynamique Zen
Renault Zoe Dynamique Intens
Renault Zoe i Expression
Renault Zoe i Dynamique Zen
Renault Zoe i Dynamique Intens



SMART

New automatic gearbox variants join the smart fortwo and forfour ranges this month, with the announcement of a new six-speed dual-clutch automatic transmission. In the two-seat fortwo range, the new transmission is now available with the 89bhp 0.9-litre turbocharged engine, following the launch of a similar gearbox in the 70bhp 1.0-litre engine earlier this year. The new combination is offered with a choice of passion, prime, proxy and edition #1 trim levels and costs £12,715 for the passion, £13,410 for the prime and proxy and £14,815 for the edition #1. Compared to the manual gearbox car, CO_2 emissions drop by 1g/km to 96g/km, while fuel economy on the combined cycle is now 68.9mpg – an improvement of 1.6mpg. Two-pedal versions of the forfour join the range, too, with the six-speed dual-clutch automatic transmission initially offered solely with the 1.0-litre 70bhp engine. Prices start at £12,615 for the entry-level Passion, with the most expensive Edition #1 version costing £14,715. In addition, the new transmission is available with the newly launched soft-top night sky models, with both the night sky prime automatic and night sky proxy automatic costing £13,935. CO_2 emissions are reduced to 96g/km, with fuel economy on the combined cycle of 67.3mpg. All of the new smart fortwo and forfour variants are available to order now from smart dealers.



TOYOTA

The Toyota Aygo range has been updated for the summer, with a pair of new models on sale now. The Aygo x-cite name may already be familiar to buyers, however the shocking orange paintwork has been replaced by an equally striking Cyan Splash metallic blue, with matching interior embellishments. On the outside, there's 15-inch alloy wheels, front X, A-pillar and rear bumper insert all finished in gloss black. And there's also the option of a duo-tone edition, with metallic black roof, black front and rear pillars and rear privacy glass for an additional £395. Prices start at £11,295 for the 1.0-litre VVT-i three-door hatchback, £11,695 for the five-door version and £12,395 for the same engine with x-shift automated manual transmission and five-door hatchback bodystyle. Coinciding with the launch of the updated x-cite model, there's also a new x-pure model, finished in White Flash, and combined with rear privacy glass, white-painted alloy wheels and silver exterior trim. Inside the grey fabric seats are combined with white and light grey bolsters, while the centre console and gear lever surround have a silver-white finish. The three-model x-pure range costs exactly the same as the x-cite editions. Standard equipment for both x-cite and x-pure versions include DAB digital radio, air conditioning, Bluetooth mobile phone connectivity, a rear reversing camera, front fog lights, LED daytime running lights and a leather steering wheel and gearknob.



Volkswagen Golf BlueMotion 1.0 TSI

Model tested	Match BlueMotion 1.0 TSI
Price	£20,395
Made in	Wolfsburg, Germany
Configuration	5–door hatchback, 5–seats, front–wheel–drive
Drivetrain	999cc, 3–cylinder, 12–valve, turbocharged petrol with stop–start
Transmission	6–speed manual
Power output	114bhp @ 5,000–5,500rpm
Maximum torque	148lb ft @ 2,000–3,500rpm
Top speed/0–62mph	127mph/9.7 secs
CO_2 emissions (tax band)	99g/km (A) Euro 6
Economy (urban/extra urban/combined)	53.3/76.3/65.7mpg
Fuel tank size/range	50 litres/723 miles
Insurance group/BIK rate	14/14%
Size (length/width with mirrors)	4,255/2,027mm
Boot space (minimum/maximum)	380/1,270 litres
Kerb/max towing weight	1,211/1,000kg
Euro NCAP safety rating	★★★★★
EcoCar rating	★★★★☆

Until now, Volkswagen's eco BlueMotion badges have only appeared on diesel models. That changes with the arrival of this car, the 1.0-litre three-cylinder Golf TSI BlueMotion that ducks under the 100g/km bar and boasts a combined economy figure on the up-side of 65mpg. Those are impressive figures for a petrol-engined Golf. It sounds like a rather puny power unit for a car this size, but the trend is already established for downsized capacity and up-scaled efficiency, and this clever little three-pot fits that pattern. Its design ensures that it warms up rapidly to help maximise fuel efficiency, and its injection system works at unusually high pressure for a petrol engine, to benefit exhaust cleanliness.

It feels a thoroughbred to drive, a surprisingly lively performer and well up to the job of hauling a Golf sized body around in brisk fashion. That may have been helped, though, by the car's launch being staged in Holland, where there are no hills. It does not sound as thrummy as we have come to expect of three-cylinder engines, and refinement is generally good. Road manners are what you would expect of a current generation Golf, with a mostly calm ride and good handling, and also steering that communicates pertly and is comfortable to manoeuvre. The car sits 15 millimetres lower than a standard Golf, and has some added aerodynamic features, including a spoiler and underfloor panels that help to smooth airflow and lower the car's drag co-efficient a notch.



The cabin is familiar Golf fare, relatively conservative in design and high quality in execution. The décor is predominantly dark grey and rather corporate, and the optional satellite navigation display is sited mid-way down the centre of the dash, a little lower than is ideal. But top-notch instrument clarity, big air vents and ample small item stowage make it a very agreeable environment. With a hatchback body and five doors, this is a very practical car. It has a reasonably sized boot at 380 litres and can carry 1,270 litres in total with the rear seats folded. If you need extra space, there's also an estate variant on offer, too, as well as a Golf SV MPV edition, and for lovers of two-pedal motoring, twin-clutch DSG automatic variants are available, too.



The Golf Hatchback version is available in Match trim only, but that delivers a decent amount of standard kit, including adaptive cruise control, a driver drowsiness detection system, front fog lights, parking sensors all round and automatic wipers and headlights. There are 16-inch alloy wheels, but there isn't a spare, just a tyre repair kit. With its low CO_2 emissions and good fuel economy, the Golf TSI BlueMotion stacks up well financially. Insurance costs aren't excessive at band 14, and with a combined fuel figure in the mid-60s, it means that fuel bills will be around 10mpg less than a comparable diesel model, though this petrol-engined edition is around £1,000 cheaper to buy. Meanwhile, for business users, benefit-in-kind company car tax is calculated at 14 per cent, which is usefully three bands lower than a diesel edition. Volkswagen's eco credentials are enhanced with the arrival of this car. The engine is impressive, the figures convincing, and the driving experience enjoyable. It makes a very worthwhile addition to the Golf range.

Sue Baker

On sale	Now
In showrooms	September 2015
Prices	£19,740 to £22,355
Bodystyles	3–door hatchback, 5–door hatchback and 5–door estate
Engines	1.0 (114bhp)
Trim levels	Match (hatchback) SE (estate)
Also consider	Ford Focus, Vauxhall Astra



Toyota Aygo x-pression with x-wave 1.0 VVT-i

Price	£12,390
Made in	Kolín, Czech Republic
Configuration	5–door convertible, 5–seats, front–wheel–drive
Drivetrain	998cc, 3–cylinder, 12–valve, petrol
Transmission	5–speed manual
Power output	68bhp @ 6,000rpm
Maximum torque	70lb ft @ 4,300rpm
Top speed/0–62mph	99mph/14.2 secs
CO_2 emissions (tax band)	95g/km (A) Euro 5
Economy (urban/extra urban/combined)	56.5/78.5/68.9mpg
Fuel tank size/range	35 litres/531 miles
Insurance group/BIK rate	8/14%

Size (length/width without mirrors)	3,455/1,615mm
Boot space (minimum/maximum)	168/198 litres
Kerb/max towing weight	910/0kg
Euro NCAP safety rating	★★★★☆
EcoCar rating	★★★½☆



Developing new cars is an expensive business, and when you're selling them in a hotly contested arena like the city car segment, any advantage you can gain over your adversaries is a bonus. You probably already know that Toyota's Aygo was born out of a joint venture with PSA Peugeot-Citroën, with the trio teaming up to bring down the costs of developing the smallest cars in their model ranges. And so far it has been a happy marriage, as the car you see before you is the second generation car resulting from the partnership. But like ever competitive siblings, each is vying for attention, and while Peugeot and Citroën had an electric folding roof available on their cars from launch, Toyota had to wait to take advantage of the feature. But it's here now, and it goes by the funky name of the x-wave roof. It's only available with x-clusive trim and costs an additional £895.

The Aygo has been aggressively marketed since its arrival on the market last year, and if sales trends continue as before, it'll be the best selling model of the C1/108/Aygo trio. And that's no doubt down to its distinctive looks and wide range of personalisation options that have hit a chord with buyers. And the funky exterior is extended into the cabin where our test car featured a series of colour-keyed dashboard appliqués to match the outside. A prominent touchscreen audio system dominates the centre of the cabin, perfectly placed for ease of use. And while the materials are hard to the touch, they all feel durable, solid and built to last. Despite its diminutive dimensions, the Aygo is well thought out and offers more than enough space for more generously proportioned drivers. There's lots of rearward travel for the seats, allowing people of any shape or size to get comfortable, despite the steering column only offering adjustment for rake, and not reach. But if you do push the seat back to its furthest position, there's precious little space in the rear for passengers, despite headroom being plentiful. Oddment space around the cabin is well catered for, with a large area ahead of the gear lever to store items, as well as good-sized door pockets and glovebox. Open up the tailgate and you'll be met with a space that isn't overly generous, with just 168 litres of room with the seats in place. It doesn't help that there's a high sill to cope with, too, and the fact that rivals offer more generously proportioned stowage.



The 1.0-litre three-cylinder engine serves up zippy performance in the city, only struggling once up to motorway speeds. You'll need to work it hard to keep up with fast moving traffic, however, the five-speed manual gearbox is pretty easy to slot into gear with a light clutch aiding progress. Put your foot to the floor and the engine makes a racket, albeit with an oddly interesting off-balance thrum. Handling is as you would expect – tidy – but the steering is more heavily weighted than we would like. Ride comfort is a mixed bag, with reasonable absorption, but becomes all too easily unsettled over poorer pockmarked surfaces. At motorway speeds there's a combination of noisy engine and excessive road and wind noise. But all of these deficiencies probably won't matter to the buyer that is looking for a car that will excel in town. With its funky looks, five-year warranty and low running costs, we're sure that it will continue to fly out of the showroom. EC

What's Hot	Distinctive looks get it noticed. Feels nippy around town. Generously equipped. Touchscreen perfectly placed. Funky cabin that feels nicely screwed together. Lots of seat travel. Plenty of storage space. Excellent five–year, 100,000 mile warranty. Tax free, and cheap to run. Electric canvas roof is convenient and works well.
What's Not	It soon runs out of puff at higher speeds. Engine intrusive when extended. Priciest of the C1/108/Aygo trio. Steering doesn't adjust for reach. Tiny boot and not much room in the back. Rear doors make a tinny sound when closed.
Also consider	Citroën C1 Airscape Flair VTi 68, Peugeot 108 Top! Active 1.0

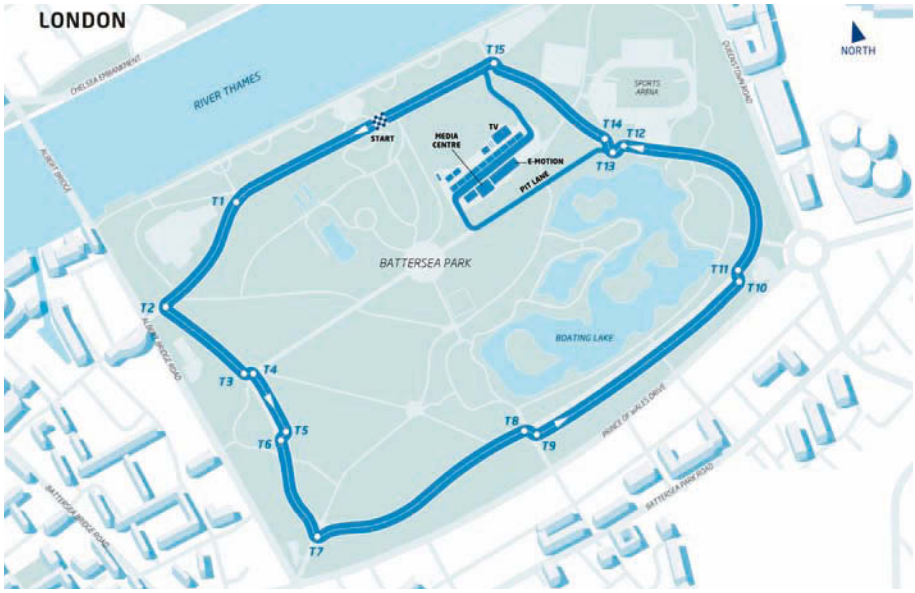
ELECTRIC AVENUE

Guy Baker takes a look at a new entrant into the motorsport calendar, the FIA Formula E Championship.



Be honest – how many of you have heard of Formula E? Well don't feel ashamed, the chances are you're in the majority – even many motorsport enthusiasts seem to know little about it. But with full FIA backing and a significant investment from a number of manufacturers and racing teams, you'll be hearing a lot more about the FIA Formula E Championship over the next few years – and it started with the first London ePrix last month.

As the final round in the FIA's inaugural 2014/2015 Formula E Championship, ten teams – with two drivers each in single-seat electrically powered race cars – battled it out for the title of World Champion. And like all the previous rounds (which have been held as far away as Beijing, Buenos Aires, Miami and Monte Carlo), the London race was held on a street circuit. Encompassing two races – rounds 10 and 11 – the London ePrix took place at Battersea Park on Saturday 27 and Sunday 28 June. The new 2.92km anti-clockwise circuit has been designed using the existing perimeter roads of the park and saw the 20 Formula E drivers tackle a mixture of fast straights, high-speed bends, challenging chicanes and braking zones. It has been designed by British architect Simon Gibbons, who boasts nine years' experience as a circuit planner for Formula One and more recently played a significant role in the rowing and canoeing venue for the London 2012 Olympic and Paralympic Games. Just across from Chelsea, and with some of the most famous features of London's skyline in the background, London ePrix spectators were treated to some close, fast racing with plenty of action and overtaking. And don't think that just because the one-make race cars are electrically powered, that race speeds were any less impressive than other forms of motorsport, the bespoke Spark-Renault SRT_01E race cars (used by all teams in this first season) can smash the 0-62mph dash in just three seconds. That's quicker than a Lamborghini Huracán.



In future seasons, new powertrain manufacturers are allowed to enter, with eight different contenders already confirmed



DID YOU KNOW?

- Formula E ePrix are held in nine major cities across the world
- All Formula E city street circuits are between 1.9 and 3.5 kilometres in length
- Generators used to recharge the cars' batteries employ glycerine from bio-diesel production
- The second 2015/2016 Formula E season will be expanded to 12 cities, with nine manufacturers teams introduced

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for the second 2015/2016 season. Currently each driver has two cars – when power runs low in their first car, they come into the pits and switch into their second. But this must take them to the end of the race. Quieter than F1 (the Formula E cars aren't much louder than standard road cars), the races last around 45 minutes and there are two early morning practice sessions, plus a ten-minute late-morning qualifying window. The points system is similar to F1 too, and there is comprehensive television coverage. Many of the drivers are familiar to motorsport fans too, with Jean-Eric Vergne, Lucas di Grassi, Nelson Piquet, Nicolas Prost, Sebastien Buemi, Bruno Senna, Jarno Trulli and Nick Heidfeld all figuring on the starting grid.

Organisers have said that more than 15,000 people attended on each day of the London ePrix and if you fancy being in the crowd next year, then tickets will be available from www.fiaformulae.com. Like this year, there will be a variety of different ticket options available, ranging in price from £20 to £200, plus an early-bird offer if you subscribe online.

RACE CARS

Built by French company Spark Racing Technology, the Spark-Renault SRT_01E race cars are employed by all Forumla E teams and boast a monocoque chassis, manufactured from aluminium and carbon fibre. Complying with the latest F1 crash test regulations, the electric powertrain is produced by McLaren, whilst Williams are responsible for supplying the 200kW batteries which produce the equivalent of 268bhp. Directing the power to the wheels is a five-speed sequential paddleshift transmission manufactured by Hewland, whilst RenaultSport oversee the integration of all the car's systems.

Michelin have been tasked with supplying specially-designed tyres, which are used for both wet and dry conditions, and fitted to bespoke OZ Racing magnesium wheels, but no traction control is permitted – and in-race telemetry is banned. As befits a novel hi-tech engineering solution, some bodywork sections are actually manufactured from honeycombed Kevlar, whilst the Koni adjustable suspension system features double wishbones, twin dampers and adjustable anti-roll bars. Quite a specification then, and one which enables these lightweight racers to accelerate quickly to over 140mph.

Guy Baker



IS THE BATTERY PROBLEM SOLVED YET?

Mass adoption of electric vehicles is unlikely while charging times remain long and drivers are stricken with 'range anxiety', but are we on the verge of a revolution? Phil Thane reports.

A full tank of diesel in an average car weighs about 60kg, it will take you about 500 miles and can be refilled in a few minutes. The battery pack in a Nissan Leaf weighs 300kg, and fully charged it will take you about 120 miles. To restore 80 per cent charge on a fast charging station takes 30 minutes. That in a nutshell is why electric vehicles are not more popular.

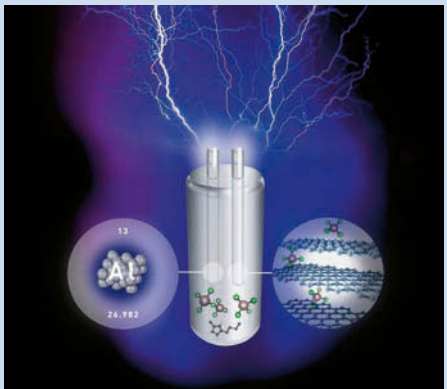
Nissan quote almost £5,000 as the replacement cost of a battery pack, so it's likely adding nearly that to the cost of an otherwise unexceptional small car. To give a car a similar range to a diesel engined car you would need over a tonne of batteries, and would need to beef up the chassis, brakes and suspension. The battery itself would add around £20k to the purchase price. Clearly something needs to change.

BATTERY SCIENCE

Strictly speaking 'battery' refers to a collection of cells connected together. Most electric cells produce between one and two volts and most devices need more. The Nissan Leaf has four cells in each module, and 48 modules, bring a total of 360 volts. A cell consists of two electrodes separated by an electrolyte material. In some designs, half-cells are used with different electrolytes for the positive and negative electrodes. A separator is used that prevents the electrolytes mixing, but allows ions to pass. The electrolyte can be liquid, gel or paste. An electrochemical reactions happen at the electrodes.

In the common Lithium-ion (Li-ion) cell, the anode is made of a lithium oxide, the cathode of carbon, and the electrolyte is a





Stanford Professor Hongjie Dai's lab has invented an ultra-fast aluminum-ion battery with electrodes made of inexpensive aluminum (Al) and sheets of nano carbon.



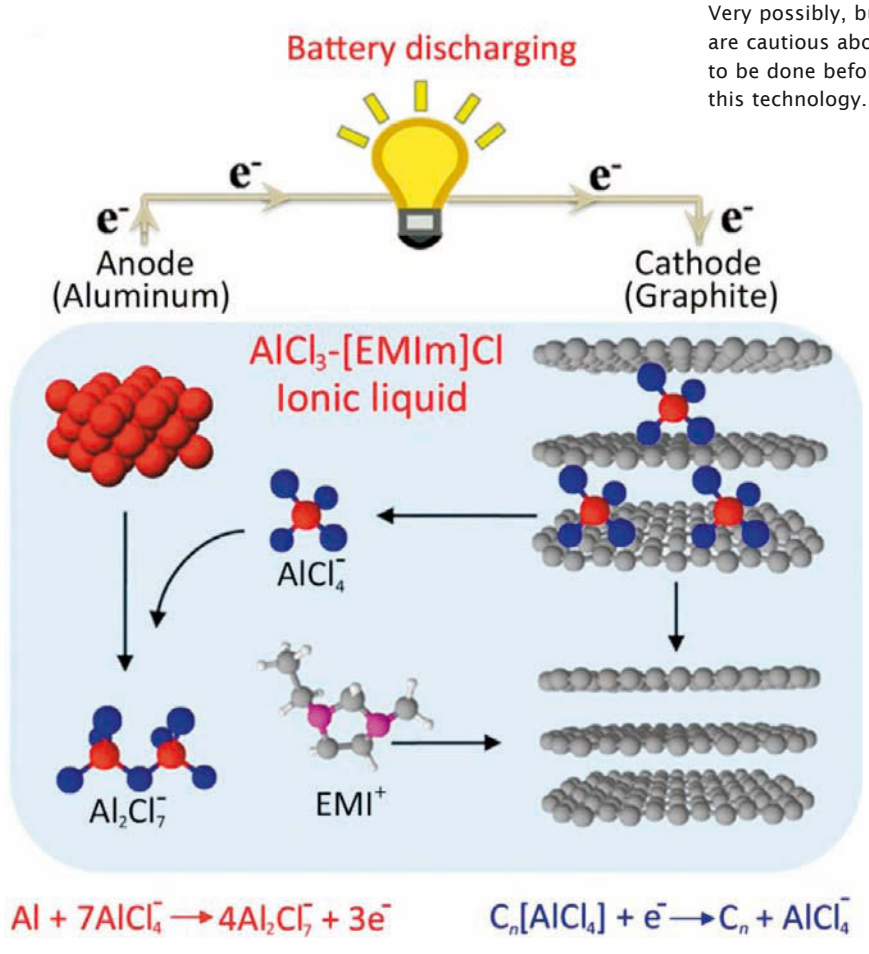
lithium salt. During discharge, a reaction at the anode produces electrons and positively charged lithium-ions. The ions move to the cathode and are stored in layers in the carbon (graphite). During the charging process, the ions return to the anode and recombine with electrons.

Steady development has led to the Lithium-ion battery, used in everything from the cheapest phone to a Tesla sports car, but there's a long way to go to rival hydrocarbons for energy density, low cost and convenience.

ALUMINUM

Aluminium has been seen as a potentially useful electrode material for many years. It is light, cheap and very reactive, so likely to produce/accept a lot of electrons, but not as flammable as Lithium. Lithium batteries have caused several fires and are banned by some airlines. Early attempts failed because the cathode disintegrated, but the researchers at Stanford University in the US, seem to have solved that one. The Stanford cell uses an aluminium anode, a graphite foam cathode, and a form of aluminium chloride as the electrolyte.

Previous aluminium batteries have died after 100 charge-discharge cycles, whereas Li-ion are good for a thousand or so. Under tests, the Stanford battery has withstood 7,500 cycles without loss of capacity, and one version can be recharged in a minute. So far the experimental battery is built in a simple plastic pouch about the size of a mobile phone, so when it was revealed in April, the attention of the media was focussed on phones and other mobile devices. Could it be scaled up for electric vehicles? Very possibly, but it won't charge in a minute (see below). Stanford are cautious about the amount of experimental work that needs to be done before a commercial battery could be developed using this technology.



RECHARGEABLE AL/GRAPHITE CELL

Schematic drawing of the Al/graphite cell during discharge.

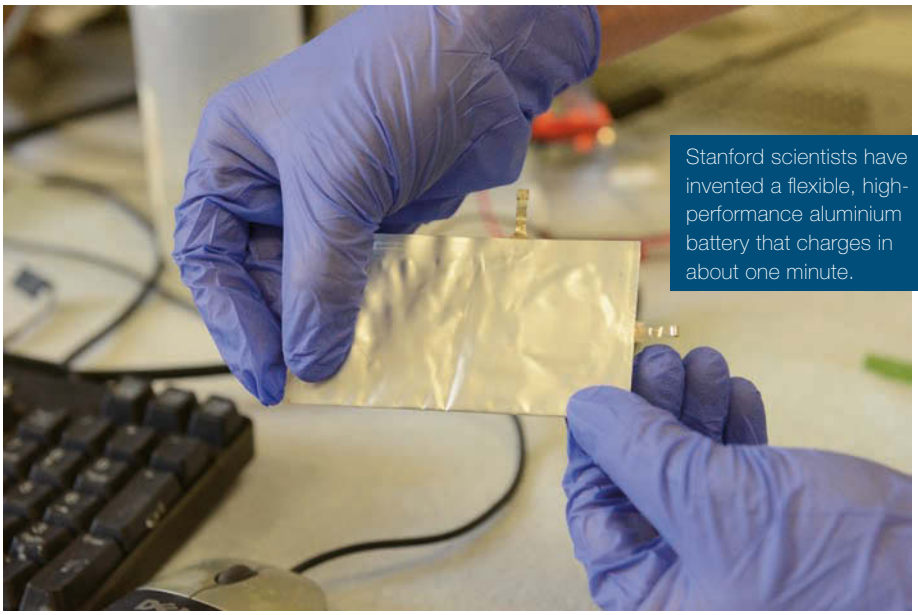
On the anode side, metallic Al and AlCl were transformed into AlCl during discharging, and the reverse reaction took place during charging.

On the cathode side, predominantly AlCl was intercalated and de-intercalated between graphite layers during charge and discharge reactions.

CARBON NANOTUBES

In both conventional Li-ion and the experimental Aluminium battery, positive ions are stored in between layers of graphite in the cathode. More layers equals more storage and Stanford's experiments have focussed on using a graphite foam. At the Massachusetts Institute of Technology, they are experimenting with cathodes made of carbon nanotubes, ie tubes with a diameter measured in nanometres (billionths of a metre) used with Lithium anodes. They are hoping to increase

capacity tenfold, which would certainly reduce range anxiety, but development of a large scale battery is some way off.



Stanford scientists have invented a flexible, high-performance aluminium battery that charges in about one minute.

COPPER NANOWIRES

Colorado State University is also seeking to increase storage in Li-ion cells, but their experiments are focussed on using a bundle of very fine copper wires instead of carbon. The idea goes back ten years and the university has spun out a commercial company to develop it.

LITHIUM AIR

IBM is developing a novel battery that uses a porous carbon cathode which is 'air breathing'. During discharge the Lithium-ions react with oxygen in the air to form Lithium Peroxide. During charging, this is broken down and oxygen is returned to the atmosphere. The clever bit is the separator used to stop air getting into the electrolyte and vice-versa. Lithiuim reacts violently with water, and even damp air could trigger a fire. IBM hope to have a 500-mile electric vehicle battery ready by 2020.

FAST CHARGING

Unlike pouring diesel into a tank, 'refilling' a battery involves converting chemical energy into electrical energy, and all energy conversions are less than 100 per cent efficient, with some of the energy lost as heat. A mobile phone gets warm during charging and that's only handling a few milliamps over a few hours.

Recharging a 25kWh battery in half an hour using a 440-volt fast charging station takes a current of around 200amps. That generates substantial heat, but it's manageable with heat sinks and fans. Now imagine fast charging batteries; to recharge in five minutes would need 1200Amps, a very fat cable and heavy duty connections. Stanford researcher Ming Gong puts the internal resistance of their experimental cell somewhere between that of Li-ion and lead acid batteries, but even so the heat generated would be substantial.

Phil Thane



HIGH MILE CLUB

000227148 MILES



2003 Vauxhall Vectra 1.8i 16v LPG

When his petrol-engined first-generation Vauxhall Vectra estate started to show its age back in 2009, Cheltenham-based taxi driver Andy Boyd started looking for a replacement. That car had served him very well, but Andy wasn't set on buying another Vectra – or necessarily sticking with Vauxhall.

Says Andy: "I had a completely open mind as to what to buy. A second Vauxhall would do fine, but another mainstream family car could just as easily have fitted the bill. As a taxi driver my priorities are reliability, usability and low running costs – and it's fair to say that both of my Vectras have ticked every box, comprehensively". Andy continues: "A friend offered it to me as he was changing his car. He'd been offered £1,800 as a trade-in and said that if I could match that figure the car was mine. As a dual-fuel Vectra, this was a car officially converted by Vauxhall, so I didn't have to worry about the standard of the work done. I also knew that in the area that I live and work, there are several garages that sell LPG, so I would be able to fill up easily".

When Andy bought his Vectra, it had covered just over 100,000 miles. Since then the odometer has moved up to more than 227,000 miles with no sign of the car needing anything more than consumables – a fresh cam belt and routine servicing. Because the LPG fuel tank sits in the spare wheel well, the spare wheel has been relegated to the boot. But unless Andy is on an airport run, he rarely needs to travel without the spare, because it doesn't eat into the boot space enough to be an issue.

Andy comments: "The Vectra has been the perfect car for me because it's never let me down and costs very little to run. The tank holds about £22-worth of liquid petroleum gas which gives me about 210 miles on the motorway, or 160 miles around town. Of course I could also use the petrol tank to get a 500-mile range, but I don't need to as there are plenty of garages selling LPG around the UK". He adds: "I was speaking to a mechanic friend recently and he asked me if I have to put in more oil than LPG, as these Vectras have a reputation for needing to be regularly topped up. But my car doesn't burn any oil at all – it's rare that I need to add any between services. I'm really impressed with the car, as you'd expect, but I know I can't keep it forever because as a taxi driver there are rules in terms of how old my car can be, and how many miles it has covered. The problem is I don't know what to replace it with. I can't see me finding anything as cheap to buy, as frugal to run, or as reliable as my Vectra. Maybe I'll just have to try to find a lower-mileage version of the car I've already got".

Richard Dredge







THE BIG TEST INDEX

Ever thought about which car makers produce a great range of cars, and the ones that need to try harder? Wonder no more, as we look back at every car that we've tested since Diesel Car was reborn in April 2010.

Our tests have always delivered a definitive verdict and star rating out of five, and here we have compiled all of these results to deliver this handy at-a-glance test index. Expressed as a percentage, the average rating even includes all of the star ratings from tests in this issue, and currently sits at 73.66 per cent. Any car maker above that level is doing well, producing cars that are better than average, while those that fall below have some work to do to catch up.

Each month as we test more and more cars, these results will alter and evolve, with car makers rising and falling, and reflecting the ever changing standards within the car industry.

HOW THE PERCENTAGES RELATE TO OUR STAR RATINGS THIS MONTH	
100%	5 star rating
90%	4.5 star rating
80%	4 star rating
70%	3.5 star rating
60%	3 star rating
50%	2.5 star rating
40%	2 star rating
30%	1.5 star rating
20%	1 star rating
10%	0.5 star rating

PLACING	CAR MAKER	% RATING
1	Jaguar	91.11
2	Tesla	90.00
3	Land Rover	84.55
4	Ford	84.10
5	BMW	83.75
6	Porsche	82.86
7	Audi	82.78
8	Skoda	82.16
9	MINI	82.11
10	Volkswagen	81.51
11	Mazda	80.42
12	Peugeot	79.84
13=	Kia	79.14
13=	SEAT	79.14
15	Citroën	78.29
16	Mercedes-Benz	76.88
17	Volvo	76.76
18	Honda	75.45
19	Hyundai	75.38
20=	DS Automobiles	75.00
20=	Vauxhall	75.00
22	Nissan	74.81
23	Renault	74.69
	DieselCar Average test rating – 73.66%	
24	Maserati	73.33
25	Infiniti	71.82
26	Dacia	71.67
27	Lexus	71.11
28	Fiat	70.87
29	Alfa Romeo	70.71
30=	Isuzu	70.00
30=	smart	70.00
32	Suzuki	69.09
33	Subaru	67.78
34	Toyota	66.80
35	Mitsubishi	66.25
36	Jeep	65.83
37=	Great Wall	60.00
37=	Chrysler	60.00
37=	SsangYong	60.00
37=	MG	60.00

DATAFILESKEY

VED BANDS – EFFECTIVE FROM 1ST APRIL 2015

The need to display a tax disc may have been abolished, but you still need to pay an annual fee to the Government. Called Vehicle Excise Duty, or VED for short, this handy table will tell you how much you need to pay. The rates for cars registered after March 2001 will depend on the CO_2 emissions of the vehicle, with the same amount due for both petrol and diesel power, though hybrid vehicles receive a £10 discount each year. All vehicles that manage to emit 100g/km or less cost nothing to tax, whereas a diesel or petrol powered car emitting 169g/km of CO_2 will cost £295 in the first year, and £205 for each subsequent year, compared to a hybrid vehicle that will cost £285 and £195 per annum, respectively.

CO_2 EMISSIONS			
		1st Year rate 2015/2016	Standard rate 2015/2016
A	Up to 100	0	0
B	101 - 110	0	20
C	111 - 120	0	30
D	121 - 130	0	110
E	131 - 140	130	130
F	141 - 150	145	145
G	151 - 165	180	180
H	166 - 175	295	205
I	176 - 185	350	225
J	186 - 200	490	265
K	201 - 225	640	290
L	226 - 255	870	490
M	256 and over	1100	505

* For cars registered between March 2001 and March 2006, a maximum charge of band K applies.

JARGON BUSTER

DSG, PowerShift and S tronic are all names given by car makers to describe their twin-clutch automatic transmissions, in the same way that Dualogic, EGC, EGS and ETG are terms for automated manual transmissions.

Airdream, Blue Drive, BlueHDi, BlueEfficiency, BlueMotion Technology (BMT), ecoFLEX, Ecomotive, ECOnetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by the car makers to describe their most eco-friendliest technology. These models will typically offer better fuel economy and lower CO_2 emissions than other models in the line-up.

DPF = Diesel particulate filter
EGR = Exhaust gas recirculation
EURO 6 = The emissions regulations that the vehicle is governed by
N/A = The data was unavailable as we went to press
S/S = Stop-start technology
SCR = Selective catalyst reduction
ST = Sport Tourer or Sports Tourer
SW = Sportwagon or Sportswagon
TBA = The information was not available as we went to press

POWER

The power tab identifies the kind of propulsion you'll find under the bonnet of the vehicle. In these data files, you will find information on the most eco-friendly vehicles, with all diesel vehicles, as well as pure electric, petrol and diesel hybrids and sub-100g/km CO_2 petrol cars listed in our tables.

D Diesel
DE Diesel electric hybrid
E Electric
H Hydrogen fuel-cell
P Petrol
PE Petrol electric hybrid

COMPANY CAR TAX BENEFIT-IN-KIND (BIK) RATES 2015/2016

If your employer provides you with a company car, it is treated as a perk in the eyes of Her Majesty's Revenue and Customs (HMRC) and you will be taxed accordingly. This is called Benefit-in-Kind (BIK) taxation, and the amount you pay is dependent upon the P11D cost of the car, which is equal to the list price of the vehicle, including any optional extras you choose, minus the vehicle excise duty and first registration fee. You are then liable to pay a percentage of the P11D cost to HMRC, dependent upon the CO_2 emissions that the vehicle emits. This table will tell you the percentage rate that you'll need to pay. Currently, diesel vehicles are penalised with a three per cent surcharge, however, that is due to end from the 2016/2017 tax year, providing the car meets the Euro 6 emissions regulations. Interestingly, diesel hybrids don't receive the penalty, with company car tax rates in line with petrol cars, making them a good bet for minimising tax bills.

BIK Tax	Petrol/Hybrid	Diesel
	2015/2016	
0 to 50	5	8
51 to 75	9	12
76 to 94	13	16
95 to 99	14	17
100 to 104	15	18
105 to 109	16	19
110 to 114	17	20
115 to 119	18	21
120 to 124	19	22
125 to 129	20	23
130 to 134	21	24
135 to 139	22	25
140 to 144	23	26
145 to 149	24	27
150 to 154	25	28
155 to 159	26	29
160 to 164	27	30
165 to 169	28	31
170 to 174	29	32
175 to 179	30	33
180 to 184	31	34
185 to 189	32	35
190 to 194	33	36
195 to 199	34	37
200 to 204	35	37
205 to 209	36	37
Over 210	37	37

ISSUE TESTED

The issue number is inserted if the model has been driven by the Diesel Car test team.

LIST PRICE

This is the total cost of the vehicle, including VAT, delivery charges and the first year vehicle excise duty, if applicable. Any Government subsidies, like the plug-in car grant, have already been deducted within our tables.

TRADE-IN VALUE

The value is based upon the car being traded into a car dealer after three years and 36,000 miles and the condition of the car is excellent.

COMBINED MPG

This is the official fuel economy figure released by the car manufacturer. This figure is achieved in optimum conditions and therefore it is rare that an owner will be able to actually attain this figure. If the vehicle is electric, the figure in brackets is the maximum range in miles quoted by the manufacturer, again under optimum conditions.

ALFA ROMEO

UK dealers: 60 **Warranty:** 3 years/Unlimited mileage **Servicing:** 21,000miles (TwinAir 18,000miles)

MiTo

Rating ★★★☆☆

Beating MINI price-wise for kit, the pocket Alfa's a hoot to drive and offers great road presence.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	0.9 TB TwinAir Progression	-	3	13860	6098	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir Junior	-	3	14960	6582	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir Distinctive	-	3	16160	7110	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
P	0.9 TB TwinAir QV Line	-	3	16910	7440	6-M	13	114	11.4	67.2	99	875	103/5500	-	107/2000	-	1130	500
D	1.3 JTDM-2 Progression	-	3	14405	6338	5-M	11	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.3 JTDM-2 Junior	-	3	15505	6822	5-M	12	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.3 JTDM-2 Distinctive	-	3	16745	7368	5-M	11	108	12.9	80.7	90	1248	83/3500	-	148/1500	-	1150	1000
D	1.6 JTDM-2 Distinctive	-	3	17910	7880	6-M	19	123	9.9	65.7	112	1598	118/3750	-	236/1750	-	1205	1000
D	1.6 JTDM-2 QV Line	-	3	18660	8210	6-M	24	123	9.9	65.7	112	1598	118/3750	-	236/1750	-	1205	1000

Giulietta

Rating ★★★½☆

Stylish alternative, with enough gusto and a smattering of class to compete in the medium car sector.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 JTDM-2 Progression	-	5	19500	8970	6-M	18	115	11.3	70.6	104	1598	103/4000	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Business Edition	-	5	19025	8752	6-M	18	115	11.3	70.6	104	1598	103/4000	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Distinctive	-	5	20750	9545	6-M	18	115	11.3	70.6	104	1598	103/4000	-	236/1750	-	1310	1300
D	1.6 JTDM-2 Exclusive	-	5	22500	10350	6-M	18	115	11.3	70.6	104	1598	103/4000	-	236/1750	-	1310	1300
D	2.0 JTDM-2 Business Edition	-	5	20325	9350	6-M	23	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Distinctive	-	5	21930	10088	6-M	23	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 Exclusive	-	5	23680	10893	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 QV Line	-	5	25430	11698	6-M	24	130	8.8	67.3	110	1956	148/3750	-	280/1750	-	1320	1300
D	2.0 JTDM-2 TCT Business Edition	-	5	22485	9893	6-A	24	136	7.8	64.2	116	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 TCT Exclusive	334	5	25840	11370	6-A	24	136	7.8	64.2	116	1956	172/3750	-	258/1750	-	1335	1300
D	2.0 JTDM-2 TCT QV Line	-	5	27590	12140	6-A	23	136	7.8	64.2	116	1956	172/3750	-	258/1750	-	1335	1300

AUDI

UK dealers: 116 **Warranty:** 3 years/60,000 miles **Servicing:** Variable schedule

New A1

Rating ★★★★☆

Audi attempts to woo MINI buyers, with a more spacious rival that is good to drive, frugal and refined.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 TFSI	-	3	14355	9187	5-M	15	116	10.9	67.3	97	999	94/5000	-	118/1500	-	1035	1000
D	SE 1.6 TDI	-	3	15430	9875	5-M	19	124	9.4	80.7	92	1598	114/3500	-	184/1500	-	1150	1200
D	SE 1.6 TDI Auto	-	3	16970	10861	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
P	Sport 1.0 TFSI	-	3	16330	10451	5-M	15	116	10.9	67.3	97	999	94/5000	-	118/1500	-	1035	1000
D	Sport 1.6 TDI	-	3	17405	11139	5-M	19	124	9.4	80.7	92	1598	114/3500	-	184/1500	-	1150	1200
D	Sport 1.6 TDI Auto	-	3	18945	12125	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
D	S line 1.6 TDI	-	3	19400	12416	5-M	19	124	9.4	80.7	93	1598	114/3500	-	184/1500	-	1150	1200
D	S line 1.6 TDI Auto	-	3	20940	13402	7-A	19	124	9.4	76.3	98	1598	114/3500	-	184/1500	-	1175	1200
P	Sportback Sportback SE 1.0 TFSI	-	3	14975	9285	5-M	15	116	10.9	67.3	97	999	94/5000	-	118/1500	-	1035	1000
D	Sportback Sportback SE 1.6 TDI	-	3	16050	9951	5-M	19	124	9.4	80.7	92	1598	114/3500	-	184/1500	-	1150	1200
D	Sportback Sportback SE 1.6 TDI Auto	-	3	17590	10906	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
P	Sportback Sport 1.0 TFSI	-	3	16950	10509	5-M	15	116	10.9	67.3	97	999	94/5000	-	118/1500	-	1035	1000
D	Sportback Sport 1.6 TDI	-	3	18025	11176	5-M	19	124	9.4	80.7	92	1598	114/3500	-	184/1500	-	1150	1200
D	Sportback Sport 1.6 TDI Auto	-	3	19565	12130	7-A	19	124	9.4	76.3	97	1598	114/3500	-	184/1500	-	1175	1200
D	Sportback S line 1.6 TDI	-	3	20020	12412	5-M	19	124	9.4	80.7	93	1598	114/3500	-	184/1500	-	1150	1200
D	Sportback S line 1.6 TDI Auto	-	3	21560	13367	7-A	19	124	9.4	76.3	98	1598	114/3500	-	184/1500	-	1175	1200

A3

LONG TERM TEST

Rating ★★★★½

Superb use of the VW parts bin to create the pick of the crop in the premium medium car segment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.6 TDI ultra	-	3	20865	11267	6-M	tba	124	10.5	83.1	89	1598	108/3200	-	184/1500	-	1180	1000
D	SE 1.6 TDI Auto	-	3	22345	12066	7-A	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1250	1500
D	SE 2.0 TDI	-	3	22215	12885	6-M	21	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	SE 2.0 TDI Auto	-	3	23695	13743	6-A	21	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	SE Technik 1.6 TDI ultra	-	3	21615	11672	6-M	tba	124	10.5	83.1	89	1598	108/3200	-	184/1500	-	1180	1000
D	SE Technik 1.6 TDI Auto	-	3	23095	12471	7-A	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1250	1500
D	SE Technik 2.0 TDI	-	3	22965	13320	6-M	23	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	SE Technik 2.0 TDI Auto	-	3	24445	14178	6-A	23	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	Sport 1.6 TDI	-	3	22265	12023	6-M	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1230	1500
D	Sport 1.6 TDI Auto	-	3	23745	12822	7-A	17	124	10.5	70.6	105	1598	108/3200	-	184/1500	-	1250	1500
D	Sport 2.0 TDI	305	3	23615	13697	6-M	21	135	8.5	68.9	108	1968	148/3500	-	251/1750	-	1275	1600
D	Sport 2.0 TDI Auto	-	3	25095	14555	6-A	21	135	8.2	62.8	119	1968	148/3500	-	251/1750	-	1295	1600
D	Sport 2.0 TDI quattro	-	3	25045	14526	6-M	tba	133	8.2	58.9	125	1968	148/3500	-	251/1750	-	1355	1800
D	Sport 2.0 TDI	-	3	24885	14433	6-M	27	145	7.3	67.3	112	1968	181/3500	-	280/1750	-	1285	1600
D	Sport 2.0 TDI quattro Auto	-	3	27795	16121	6-A	26	143	6.8	58.9	127	1968	181/3500	-	280/1750	-	1390	1800
D	S line 1.6 TDI	-	3	24415	13184	6-M	18	124	10.5	68.9	107	1598	108/3200	-	184/1500	-	1230	1500
D	S line 1.6 TDI Auto	-	3	25895	13983	7-A	18	124	10.5	68.9	107	1598	108/3200	-	184/1500	-	1250	1500
D	S line 2.0 TDI	-	3	25765	14944	6-M	21	135	8.5	67.3	109	1968	148/3500	-	251/1750	-	1275	1600
D	S line 2.0 TDI Auto	-	3	27245	15802	6-A	21	135	8.2	61.4	121	1968	148/3500	-	251/1750	-	1295	1600
D	S line 2.0 TDI quattro	-	3	27195	15773	6-M	tba	133	8.2	57.6	125	1968	148/3500	-	251/1750	-	1355	1800
D	S line 2.0 TDI	-	3	27035	15680	6-M	28	145	7.3	65.7	112	1968	181/3500	-	280/1750	-	1285	1600
D	S line 2.0 TDI quattro Auto	-	3	29945	17368	6-A	26	143	6.8	57.6	127	1968	181/3500	-	280/1750	-	1390	1800
D	Sportback SE 1.6 TDI ultra	-	5	21485	11602	6-M	tba	124	10.7	83.1	89	1598	108/3200	-	184/1500	-	1205	1000
D	Sportback SE 1.6 TDI Auto	-	5	22965	12401	7-A	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1280	1000
D	Sportback SE 1.6 TDI quattro	-	5	22915	12374	6-M	tba	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1380	1500
D	Sportback SE 2.0 TDI	-	5	22835	13244	6-M	21	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback SE 2.0 TDI Auto	-	5	24315	14103	6-A	21	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback SE Technik 1.6 TDI ultra	-	5	22235	12007	6-M	tba	124	10.7	83.1	89	1598	108/3200	-	184/1500	-	1205	1000
D	Sportback SE Technik 1.6 TDI Auto	-	5	23715	12806	7-A	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1280	1000
D	Sportback SE Technik 2.0 TDI	-	5	23585	13679	6-M	23	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback SE Technik 2.0 TDI Auto	-	5	25065	14538	6-A	23	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback Sport 1.6 TDI	-	5	22885	12358	6-M	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1260	1000
D	Sportback Sport 1.6 TDI Auto	-	5	24365	13157	7-A	17	124	10.7	70.6	105	1598	108/3200	-	184/1500	-	1280	1000
D	Sportback Sport 1.6 TDI quattro	-	5	24315	13130	6-M	tba	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1380	1500
D	Sportback Sport 2.0 TDI	313	5	24235	14056	6-M	21	135	8.6	68.9	108	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback Sport 2.0 TDI Auto	-	5	25715	14915	6-A	21	135	8.3	62.8	119	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback Sport 2.0 TDI quattro	-	5	25665	14886	6-M	tba	133	8.3	58.9	125	1968	148/3500	-	251/1750	-	1385	1800
D	Sportback Sport 2.0 TDI	-	5	25505	14793	6-M	27	145	7.4	67.3	112	1968	181/3500	-	280/1750	-	1315	1600
D	Sportback Sport 2.0 TDI quattro Auto	-	5	28415	16481	6-A	26	143	6.9	58.9	127	1968	181/3500	-	280/1750	-	1420	1800
D	Sportback S line 1.6 TDI	-	5	25035	13519	6-M	18	124	10.7	68.9	107	1598	108/3200	-	184/1500	-	1260	1000
D	Sportback S line 1.6 TDI Auto	-	5	26515	14318	7-A	18	124	10.7	68.9	107	1598	108/3200	-	184/1500	-	1280	1000
D	Sportback S line 2.0 TDI	-	5	26385	15303	6-M	21	135	8.6	67.3	109	1968	148/3500	-	251/1750	-	1305	1600
D	Sportback S line 2.0 TDI Auto	-	5	27865	16162	6-A	21	135	8.3	61.4	121	1968	148/3500	-	251/1750	-	1320	1600
D	Sportback S line 2.0 TDI quattro	-	5	27815	16133	6-M	tba	133	8.3	57.6	127	1968	148/3500	-	251/1750	-	1385	1800
D	Sportback S line 2.0 TDI	-	5	27655	16040	6-M	28	145	7.4	65.7	114	1968	181/3500	-	280/1750	-	1315	1600
D	Sportback S line 2.0 TDI quattro Auto	-	5	30565	17728	6-A	26	143	6.9	57.6	129	1968	181/3500	-	280/1750	-	1420	1800
PE	Sportback e-tron 1.4 TFSI Auto	332	5	30340	17597	6-A	29	138	7.6	176.6	37	1395	148/5000	101	184/1600	243	1540	0
D	Saloon Sport 1.6 TDI	-	4	23435	12655	6-M	17	126	10.7	72.4	104	1598	108/3200	-	184/1500	-	1270	1500
D	Saloon Sport 1.6 TDI Auto	-	4	24915	13454	7-A	17	126	10.7	72.4	104	1598	108/3200	-	184/1500	-	1290	1500
D	Saloon Sport 1.6 TDI quattro	-	4	24865	13427	6-M	tba	120	11.2	60.1	127	1598	108/3200	-	184/1500	-	1390	1500
D	Saloon Sport 2.0 TDI	-	4	24785	13384	6-M	23	139	8.6	68.9	107	1968	148/3500	-	251/1750	-	1315	1600
D	Saloon Sport 2.0 TDI Auto	-	4	26265	14183	6-A	23	139	8.3	62.8	118	1968	148/3500	-	251/1750	-	1320	1600
D	Saloon Sport 2.0 TDI quattro	-	4	26215	14156	6-M	tba	136	8.3	58.9	125	1968	148/3500	-	251/1750	-	1395	1800
D	Saloon Sport 2.0 TDI	-	4	26055	14070	6-M	27	149	7.4	67.3	112	1968	181/3500	-	280/1750	-	1320	1600
D	Saloon Sport 2.0 TDI quattro Auto	-	4	28965	15641	6-A	26	147	6.9	58.9	127	1968	181/3500	-	280/1750	-	1430	1800
D	Saloon S line 1.6 TDI	-	4	25585	13816	6-M	18	126	10.7	70.6	106	1598	108/3200	-	184/1500	-	1270	1500
D	Saloon S line 1.6 TDI Auto	-	4	27065	14615	6-A	18	126	10.7	70.6	106	1598	108/3200	-	184/1500	-	1290	1500
D	Saloon S line 2.0 TDI	-	4	26935	14545	6-M	24	139	8.6	67.3	108	1968	148/3500	-	251/1750	-	1315	1600
D	Saloon S line 2.0 TDI Auto	-	4	28415	15344	6-A	24	139	8.3	61.4	120	1968	148/3500	-	251/1750	-	1320	1600
D	Saloon S line 2.0 TDI quattro	-	4	28365	15317	6-M	tba	136	8.3	57.6	127	1968	148/3500	-	251/1750	-	1395	1800
D	Saloon S line 2.0 TDI	-	4	28205	15231	6-M	28	149	7.4	65.7	114	1968	181/3500	-	280/1750	-	1320	1600
D	Saloon S line 2.0 TDI quattro Auto	-	4	31115	16802	6-A	26	147	6.9	57.6	129	1968	181/3500	-	280/1750	-	1430	1800
D	Cabriolet SE 1.6 TDI	-	2	26225	13637	6-M	17	124	11.4	68.9	110	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet SE 2.0 TDI	-	2	27575	13788	6-M	24	139	8.9	65.7	113	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet SE 2.0 TDI Auto	-	2	29055	14528	6-A	24	139	8.8	60.1	124	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet Sport 1.6 TDI	-	2	27625	14365	6-M	18	124	11.4	68.9	110	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet Sport 2.0 TDI	-	2	28975	14488	6-M	25	139	8.9	65.7	113	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet Sport 2.0 TDI Auto	-	2	30455	15228	6-A	25	139	8.8	60.1	124	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet Sport 2.0 TDI quattro	-	2	30405	15203	6-M	tba	136	8.8	57.6	129	1968	148/3500	-	251/1750	-	1540	1600
D	Cabriolet Sport 2.0 TDI	-	2	30245	15123	6-M	30	149	7.9	64.2	117	1968	181/3500	-	280/1750	-	1470	1600
D	Cabriolet Sport 2.0 TDI quattro Auto	-	2	33285	16643	6-A	30	147	7.6	56.5	132	1968	181/3500	-	280/1750	-	1590	1800
D	Cabriolet S line 1.6 TDI	-	2	29775	15483	6-M	20	124	11.4	67.3	112	1598	108/3200	-	184/1500	-	1420	1500
D	Cabriolet S line 2.0 TDI	-	2	31125	15563	6-M	27	139	8.9	64.2	115	1968	148/3500	-	251/1750	-	1460	1600
D	Cabriolet S line 2.0 TDI Auto	-	2	32605	16303	6-A	27	139	8.8	58.9	126	1968	148/3500	-	251/1750	-	1480	1600
D	Cabriolet S line 2.0 TDI quattro	-	2	32685	16343	6-M	tba	136	8.8	56.5	131	1968	148/3500	-	251/1750	-	1540	1600
D	Cabriolet S line 2.0 TDI	-	2	32395	16198	6-M	31	149	7.9	62.8	119	1968	181/3500	-	280/1750	-	1470	1600
D	Cabriolet S line 2.0 TDI quattro Auto	-	2	35435	17718	6-A	31	147	7.6	55.4	134	1968	181/3500	-	280/1750	-	1590	1800

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LONG TERM TEST

Rating ★★★★☆

Audi has refined its family car formula, resulting in space and style in buckets. It's replaced soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI ultra	-	4	28240	13555	6-M	22	133	9.3	68.9	108	1968	134/3000	-	236/1500	-	1540	1300
D	SE Technik 2.0 TDI ultra	-	4	29240	14035	6-M	23	133	9.3	68.9	108	1968	134/3000	-	236/1500	-	1540	1300
D	SE Technik 2.0 TDI Auto	-	4	30275	13927	8-A	23	130	9.1	58.9	127	1968	148/3250	-	236/1500	-	1575	1700
D	SE Technik 2.0 TDI ultra	330	4	29740	14275	6-M	27	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1540	1300
D	SE Technik 2.0 TDI	-	4	29740	14275	6-M	tba	149	7.7	60.1	124	1968	187/3800	-	295/1750	-	1540	1600
D	SE Technik 2.0 TDI Auto	-	4	31220	14986	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1575	1700
D	SE Technik 2.0 TDI quattro	-	4	31300	15650	6-M	tba	146	7.4	54.3	135	1968	187/3800	-	295/1750	-	1615	1600
D	SE Technik 2.0 TDI quattro Auto	-	4	32780	16390	7-A	tba	146	7.3	53.3	139	1968	187/3800	-	295/1750	-	1655	1700
D	S line Nav 2.0 TDI	-	4	30700	14122	6-M	tba	134	9.2	61.4	120	1968	148/3250	-	236/1500	-	1540	1600
D	S line Nav 2.0 TDI Auto	-	4	32180	14803	8-A	tba	130	9.1	58.9	127	1968	148/3250	-	236/1500	-	1575	1700
D	S line Nav 2.0 TDI ultra	-	4	31645	15190	6-M	tba	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1540	1300
D	S line Nav 2.0 TDI	-	4	31645	15190	6-M	tba	149	7.7	60.1	124	1968	187/3800	-	295/1750	-	1540	1600
D	S line Nav 2.0 TDI Auto	-	4	33125	15900	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1575	1700
D	S line Nav 2.0 TDI quattro	-	4	33205	16603	6-M	tba	146	7.4	54.3	135	1968	187/3800	-	295/1750	-	1615	1600
D	S line Nav 2.0 TDI quattro Auto	-	4	34685	17343	7-A	tba	146	7.3	53.3	139	1968	187/3800	-	295/1750	-	1655	1700
D	Black Edition Nav 2.0 TDI	-	4	32200	14812	6-M	tba	134	9.2	60.1	124	1968	148/3250	-	236/1500	-	1540	1600
D	Black Edition Nav 2.0 TDI Auto	-	4	33810	15553	8-A	tba	130	9.1	56.5	131	1968	148/3250	-	236/1500	-	1575	1700
D	Black Edition Nav 2.0 TDI	-	4	33145	15910	6-M	tba	149	7.7	57.6	129	1968	187/3800	-	295/1750	-	1540	1600
D	Black Edition Nav 2.0 TDI Auto	-	4	34755	16682	8-A	tba	143	7.8	56.5	131	1968	187/3800	-	295/1750	-	1575	1700
D	Black Edition Nav 2.0 TDI quattro	-	4	34705	17353	6-M	tba	146	7.4	52.3	140	1968	187/3800	-	295/1750	-	1615	1600
D	Black Edition Nav 2.0 TDI quattro Auto	-	4	36200	18100	7-A	tba	146	7.3	52.3	143	1968	187/3800	-	295/1750	-	1655	1700
D	Black Edition Nav 3.0 TDI quattro Auto	-	4	40220	19306	7-A	tba	155	5.9	45.6	162	2967	242/4000	-	428/1750	-	1730	1900
D	Avant SE 2.0 TDI ultra	-	5	29540	13588	6-M	22	129	9.6	65.7	113	1968	134/3000	-	236/1500	-	1595	1300
D	Avant SE Technik 2.0 TDI ultra	-	5	30540	14048	6-M	23	129	9.6	65.7	113	1968	134/3000	-	236/1500	-	1595	1300
D	Avant SE Technik 2.0 TDI Auto	-	5	31575	14525	8-A	23	124	9.5	56.5	130	1968	148/3250	-	236/1500	-	1630	1700
D	Avant SE Technik 2.0 TDI ultra	-	5	31040	14899	6-M	27	134	8.6	64.2	114	1968	161/3000	-	295/1750	-	1600	1300
D	Avant SE Technik 2.0 TDI	-	5	31170	15585	6-M	tba	144	7.9	56.5	131	1968	187/3800	-	295/1750	-	1595	1600
D	Avant SE Technik 2.0 TDI Auto	-	5	32650	16325	8-A	tba	138	8.3	56.5	131	1968	187/3800	-	295/1750	-	1630	1700
D	Avant SE Technik 2.0 TDI quattro	-	5	32600	16300	6-M	tba	142	7.6	53.3	139	1968	187/3800	-	295/1750	-	1655	1600
D	Avant SE Technik 2.0 TDI quattro Auto	-	5	34095	17048	7-A	tba	143	7.4	51.4	145	1968	187/3800	-	295/1750	-	1700	1700
D	Avant S line Nav 2.0 TDI	-	5	32000	14720	6-M	tba	129	9.5	58.9	125	1968	148/3250	-	236/1500	-	1595	1600
D	Avant S line Nav 2.0 TDI Auto	-	5	33480	15401	8-A	tba	124	9.5	56.5	130	1968	148/3250	-	236/1500	-	1630	1700
D	Avant S line Nav 2.0 TDI ultra	-	5	32945	15814	6-M	tba	134	8.6	64.2	114	1968	161/3000	-	295/1750	-	1600	1300
D	Avant S line Nav 2.0 TDI	-	5	33075	16538	6-M	tba	144	7.9	56.5	131	1968	187/3800	-	295/1750	-	1595	1600
D	Avant S line Nav 2.0 TDI Auto	-	5	34555	17278	8-A	tba	138	8.3	56.5	131	1968	187/3800	-	295/1750	-	1630	1700
D	Avant S line Nav 2.0 TDI quattro	-	5	34505	17253	6-M	tba	142	7.6	53.3	139	1968	187/3800	-	295/1750	-	1655	1600
D	Avant S line Nav 2.0 TDI quattro Auto	-	5	36000	18000	7-A	tba	143	7.4	51.4	145	1968	187/3800	-	295/1750	-	1700	1700
D	Avant Black Edition Nav 2.0 TDI	-	5	33500	15410	6-M	tba	129	9.5	57.6	129	1968	148/3250	-	236/1500	-	1595	1600
D	Avant Black Edition Nav 2.0 TDI Auto	-	5	35110	16151	8-A	tba	124	9.5	55.4	135	1968	148/3250	-	236/1500	-	1630	1700
D	Avant Black Edition Nav 2.0 TDI	-	5	34575	17288	6-M	tba	144	7.9	54.3	136	1968	187/3800	-	295/1750	-	1595	1600
D	Avant Black Edition Nav 2.0 TDI Auto	-	5	36055	18028	8-A	tba	138	8.3	55.4	136	1968	187/3800	-	295/1750	-	1630	1700
D	Avant Black Edition Nav 2.0 TDI quattro	-	5	36020	18010	6-M	tba	142	7.6	51.4	144	1968	187/3800	-	295/1750	-	1655	1600
D	Avant Black Edition Nav 2.0 TDI quattro Auto	-	5	37500	18750	7-A	tba	143	7.4	49.6	149	1968	187/3800	-	295/1750	-	1700	1700
D	Avant Black Edition Nav 3.0 TDI quattro Auto	-	5	41635	20818	7-A	tba	155	6.1	44.1	170	2967	242/4000	-	428/1750	-	1780	1900
D	allroad 2.0 TDI quattro	-	5	32765	18348	6-M	tba	138	7.6	50.4	145	1968	187/3800	-	295/1750	-	1690	1700
D	allroad 2.0 TDI quattro Auto	-	5	34245	19177	7-A	tba	133	7.8	50.4	149	1968	187/3800	-	295/1750	-	1730	1900
D	allroad 3.0 TDI quattro Auto	-	5	38265	20663	7-A	33	147	6.2	47.1	159	2967	242/4000	-	428/1750	-	1795	1900
D	allroad Sport Nav 2.0 TDI quattro	-	5	35565	19916	6-M	tba	138	7.6	50.4	145	1968	187/3800	-	295/1750	-	1690	1700
D	allroad Sport Nav 2.0 TDI quattro Auto	-	5	37045	20745	7-A	tba	133	7.8	50.4	149	1968	187/3800	-	295/1750	-	1730	1900
D	allroad Sport Nav 3.0 TDI quattro Auto	-	5	41065	22175	7-A	36	147	6.2	47.1	159	2967	242/4000	-	428/1750	-	1795	1900

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Rating ★★★★☆

Good looking, refined and accomplished with a range of frugal powerplants and bodystyles to suit all tastes.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Coupé SE 2.0 TDI ultra	-	2	31590	16427	6-M	28	140	8.3	67.3	109	1968	161/3000	-	295/1750	-	1530	1300
D	Coupé SE 2.0 TDI	-	2	31590	16427	6-M	tba	149	7.7	62.8	117	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé SE 2.0 TDI Auto	-	2	33070	17196	8-A	tba	143	7.8	62.8	119	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé SE 2.0 TDI quattro	-	2	33115	17220	6-M	tba	146	7.4	57.6	128	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé SE 2.0 TDI quattro Auto	-	2	34725	18057	7-A	tba	146	7.3	56.5	132	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé S line 2.0 TDI	-	2	34180	17774	6-M	tba	149	7.7	60.1	124	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé S line 2.0 TDI Auto	-	2	35660	18543	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé S line 2.0 TDI quattro	-	2	35835	18634	6-M	tba	146	7.4	54.3	135	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé S line 2.0 TDI quattro Auto	-	2	37315	19404	7-A	tba	146	7.3	53.3	139	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé S line 3.0 TDI quattro Auto	-	2	41340	21497	7-A	35	155	5.8	46.3	158	2967	242/4000	-	428/1750	-	1695	1900
D	Coupé Black Edition Plus 2.0 TDI	-	2	35680	18554	6-M	tba	149	7.7	57.6	129	1968	187/3800	-	295/1750	-	1525	1600
D	Coupé Black Edition Plus 2.0 TDI Auto	-	2	37290	19391	8-A	tba	143	7.8	56.5	131	1968	187/3800	-	295/1750	-	1560	1700
D	Coupé Black Edition Plus 2.0 TDI quattro	-	2	37335	19414	6-M	tba	146	7.4	53.3	140	1968	187/3800	-	295/1750	-	1590	1600
D	Coupé Black Edition Plus 2.0 TDI quattro Auto	-	2	38830	20192	7-A	tba	146	7.3	51.4	144	1968	187/3800	-	295/1750	-	1630	1700
D	Coupé Black Edition Plus 3.0 TDI quattro Auto	-	2	42840	22277	7-A	35	155	5.8	44.8	164	2967	242/4000	-	428/1750	-	1695	1900
D	Sportback SE 2.0 TDI ultra	-	5	30435	15826	6-M	23	132	9.5	67.3	109	1968	134/3000	-	236/1500	-	1580	1300
D	Sportback SE 2.0 TDI	-	5	30940	16089	6-M	tba	148	7.8	61.4	119	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback SE 2.0 TDI Auto	-	5	32420	16858	8-A	tba	143	7.8	62.8	119	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback SE 2.0 TDI quattro	-	5	32465	16882	6-M	tba	146	7.5	57.6	128	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback SE 2.0 TDI quattro Auto	-	5	34075	17719	7-A	tba	144	7.4	55.4	135	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback SE Technik 2.0 TDI ultra	-	5	31385	16320	6-M	24	132	9.5	67.3	109	1968	134/3000	-	236/1500	-	1580	1300
D	Sportback SE Technik 2.0 TDI Auto	-	5	33340	17337	8-A	tba	127	9.4	58.9	127	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback SE Technik 2.0 TDI	-	5	32290	16791	6-M	tba	148	7.8	58.9	126	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback SE Technik 2.0 TDI Auto	-	5	33770	17560	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback SE Technik 2.0 TDI quattro	-	5	33945	17651	6-M	tba	146	7.5	54.3	136	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback SE Technik 2.0 TDI quattro Auto	-	5	35440	18429	7-A	tba	144	7.4	52.3	142	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback S line 2.0 TDI Auto	-	5	34980	18190	8-A	tba	127	9.4	58.9	127	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback S line 2.0 TDI	-	5	33930	17644	6-M	tba	148	7.8	58.9	126	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback S line 2.0 TDI Auto	-	5	35410	18413	8-A	tba	143	7.8	58.9	126	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback S line 2.0 TDI quattro	-	5	35600	18512	6-M	tba	146	7.5	54.3	136	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback S line 2.0 TDI quattro Auto	-	5	37080	19282	7-A	tba	144	7.4	52.3	142	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback S line 3.0 TDI quattro Auto	-	5	41090	21367	7-A	34	155	5.9	46.3	159	2967	242/4000	-	428/1700	-	1750	1900
D	Sportback Black Edition Plus 2.0 TDI Auto	-	5	36610	19037	8-A	tba	127	9.4	56.5	131	1968	148/3250	-	236/1500	-	1605	1700
D	Sportback Black Edition Plus 2.0 TDI	-	5	35560	18491	6-M	tba	148	7.8	56.5	132	1968	187/3800	-	295/1750	-	1580	1600
D	Sportback Black Edition Plus 2.0 TDI Auto	-	5	37040	19261	8-A	tba	143	7.8	56.5	131	1968	187/3800	-	295/1750	-	1605	1700
D	Sportback Black Edition Plus 2.0 TDI quattro	-	5	37100	19292	6-M	tba	146	7.5	53.3	141	1968	187/3800	-	295/1750	-	1650	1600
D	Sportback Black Edition Plus 2.0 TDI quattro Auto	-	5	38580	20062	7-A	tba	144	7.4	50.4	147	1968	187/3800	-	295/1750	-	1685	1600
D	Sportback Black Edition Plus 3.0 TDI quattro Auto	-	5	42590	22147	7-A	37	155	5.9	44.8	164	2967	242/4000	-	428/1700	-	1750	1900
D	Cabriolet SE 2.0 TDI	-	2	34265	16447	6-M	27	130	10.2	60.1	123	1968	148/3250	-	236/1500	-	1710	1600
D	Cabriolet SE 2.0 TDI	-	2	34695	17348	6-M	tba	145	8.2	58.9	125	1968	187/3800	-	295/1750	-	1710	1600
D	Cabriolet SE 2.0 TDI Auto	-	2	36175	18088	8-A	tba	140	8.3	60.1	124	1968	187/3800	-	295/1750	-	1745	1700
D	Cabriolet S line 2.0 TDI	-	2	37515	18007	6-M	27	130	10.2	57.6	129	1968	148/3250	-	236/1500	-	1710	1600
D	Cabriolet S line 2.0 TDI	-	2	38075	19038	6-M	tba	145	8.2	55.4	133	1968	187/3800	-	295/1750	-	1710	1600
D	Cabriolet S line 2.0 TDI Auto	-	2	39555	19778	8-A	tba	140	8.3	55.4	134	1968	187/3800	-	295/1750	-	1745	1700
D	Cabriolet S line 3.0 TDI quattro Auto	-	2	45220	22610	7-A	39	155	6.3	44.1	167	2967	242/4000	-	428/1750	-	1900	1900
D	Cabriolet S line Special Edition Plus 2.0 TDI	-	2	39145	18790	6-M	29	130	10.2	56.5	132	1968	148/3250	-	236/1500	-	1710	1600
D	Cabriolet S line Special Edition Plus 2.0 TDI	-	2	39575	19788	6-M	tba	145	8.2	53.3	138	1968	187/3800	-	295/1750	-	1710	1600
D	Cabriolet S line Special Edition Plus 2.0 TDI Auto	-	2	41055	20528	8-A	tba	140	8.3	54.3	139	1968	187/3800	-	295/1750	-	1745	1700
D	Cabriolet S line Special Edition Plus 3.0 TDI quattro Auto	-	2	46720	23360	7-A	41	155	6.3	42.8	173	2967	242/4000	-	428/1750	-	1900	1900

New A6

Rating ★★★★☆

Impressively refined, with a roomy cabin, and available with clean and frugal, yet powerful engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI ultra	-	4	31955	15338	6-M	32	144	8.4	65.7	113	1968	187/3800	-	295/1750	-	1625	1800
D	SE 2.0 TDI ultra Auto	-	4	33485	16073	7-A	32	144	8.2	67.3	109	1968	187/3800	-	295/1750	-	1660	1800
D	SE 3.0 TDI Auto	-	4	38095	16000	7-A	34	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
D	SE 3.0 TDI quattro Auto	-	4	39855	16739	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
D	SE 3.0 TDI quattro Auto	-	4	41415	17394	7-A	41	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
D	SE 3.0 BiTDI quattro Auto	-	4	46125	17528	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTRIC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

New A6 (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S line 2.0 TDI ultra	-	4	34405	16514	6-M	33	144	8.4	64.2	114	1968	187/3800	-	295/1750	-	1625	1800
D	S line 2.0 TDI ultra Auto	336	4	35935	17249	7-A	33	144	8.2	67.3	110	1968	187/3800	-	295/1750	-	1660	1800
D	S line 3.0 TDI Auto	-	4	40545	17029	7-A	35	152	7.1	60.1	122	2967	215/4000	-	295/1250	-	1695	2000
D	S line 3.0 TDI quattro Auto	-	4	42305	17768	7-A	39	152	6.6	55.4	133	2967	215/3250	-	369/1250	-	1765	2000
D	S line 3.0 TDI quattro Auto	-	4	43865	18423	7-A	42	155	5.5	55.4	133	2967	268/3500	-	428/1500	-	1770	2000
D	S line 3.0 BiTDI quattro Auto	-	4	48575	18459	8-A	43	155	5.0	47.1	159	2967	316/3900	-	479/1400	-	1835	2100
D	Black Edition 2.0 TDI ultra	-	4	36580	17558	6-M	33	144	8.4	62.8	119	1968	187/3800	-	295/1750	-	1625	1800
D	Black Edition 2.0 TDI ultra Auto	-	4	38110	18293	7-A	33	144	8.2	64.2	116	1968	187/3800	-	295/1750	-	1660	1800
D	Black Edition 3.0 TDI Auto	-	4	42720	17942	7-A	35	152	7.1	57.6	127	2967	215/4000	-	295/1250	-	1695	2000
D	Black Edition 3.0 TDI quattro Auto	-	4	44480	18682	7-A	40	152	6.6	54.3	138	2967	215/3250	-	369/1250	-	1765	2000
D	Black Edition 3.0 TDI quattro Auto	-	4	46040	19337	7-A	42	155	5.5	54.3	138	2967	268/3500	-	428/1500	-	1770	2000
D	Black Edition 3.0 BiTDI quattro Auto	-	4	50750	19285	8-A	44	155	5.0	45.6	164	2967	316/3900	-	479/1400	-	1835	2100
D	Avant SE 2.0 TDI ultra	-	5	33955	16298	6-M	32	140	8.7	62.8	118	1968	187/3800	-	295/1750	-	1690	1800
D	Avant SE 2.0 TDI ultra Auto	-	5	35485	17033	7-A	32	140	8.5	64.2	114	1968	187/3800	-	295/1750	-	1725	1800
D	Avant SE 3.0 TDI Auto	-	5	40095	16840	7-A	34	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
D	Avant SE 3.0 TDI quattro Auto	-	5	41855	16742	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
D	Avant SE 3.0 TDI quattro Auto	-	5	43415	18234	7-A	41	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
D	Avant SE 3.0 BiTDI quattro Auto	-	5	48125	19250	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
D	Avant S line 2.0 TDI ultra	-	5	36405	17474	6-M	33	140	8.7	61.4	119	1968	187/3800	-	295/1750	-	1690	1800
D	Avant S line 2.0 TDI ultra Auto	-	5	37935	18209	7-A	33	140	8.5	64.2	115	1968	187/3800	-	295/1750	-	1725	1800
D	Avant S line 3.0 TDI Auto	-	5	42545	17869	7-A	35	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
D	Avant S line 3.0 TDI quattro Auto	-	5	44305	17722	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
D	Avant S line 3.0 TDI quattro Auto	-	5	45865	19263	7-A	42	155	5.7	53.3	138	2967	268/3500	-	428/1500	-	1835	2000
D	Avant S line 3.0 BiTDI quattro Auto	-	5	50575	20230	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
D	Avant Black Edition 2.0 TDI ultra	-	5	38580	18518	6-M	33	140	8.7	60.1	124	1968	187/3800	-	295/1750	-	1690	1800
D	Avant Black Edition 2.0 TDI ultra Auto	-	5	40110	19253	7-A	33	140	8.5	61.4	121	1968	187/3800	-	295/1750	-	1725	1800
D	Avant Black Edition 3.0 TDI Auto	-	5	44720	18782	7-A	35	145	7.3	56.5	130	2967	215/4000	-	295/1250	-	1760	2000
D	Avant Black Edition 3.0 TDI quattro Auto	-	5	46495	18598	7-A	40	145	6.8	52.3	144	2967	215/3250	-	369/1250	-	1830	2000
D	Avant Black Edition 3.0 TDI quattro Auto	-	5	48055	20183	7-A	42	155	5.7	52.3	144	2967	268/3500	-	428/1500	-	1835	2000
D	Avant Black Edition 3.0 BiTDI quattro Auto	-	5	52860	21144	8-A	44	155	5.2	44.1	169	2967	316/3900	-	479/1400	-	1900	2100
D	allroad 3.0 TDI quattro Auto	-	5	45255	21722	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
D	allroad 3.0 TDI quattro Auto	-	5	46815	22471	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
D	allroad 3.0 BiTDI quattro Auto	-	5	51620	24778	8-A	44	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500
D	allroad Sport 3.0 TDI quattro Auto	-	5	48955	23498	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
D	allroad Sport 3.0 TDI quattro Auto	-	5	50515	24247	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
D	allroad Sport 3.0 BiTDI quattro Auto	-	5	55320	26554	8-A	43	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500

LONG TERM TEST

New A7

Rating ★★★★½

Audi's entry ticket to the Panamera party. It's great to drive, exquisitely built and suitably luxurious.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE Executive 3.0 TDI ultra Auto	-	5	45915	23876	7-A	37	148	7.3	58.9	124	2967	215/4000	-	295/1250	-	1755	2000
D	SE Executive 3.0 TDI quattro Auto	-	5	47670	23835	7-A	41	148	6.8	54.3	138	2967	215/3250	-	369/1250	-	1825	2000
D	SE Executive 3.0 TDI quattro Auto	-	5	50255	25128	7-A	43	155	5.7	54.3	138	2967	268/3500	-	428/1500	-	1830	2000
D	S line 3.0 TDI ultra Auto	-	5	48705	25327	7-A	38	148	7.3	57.6	128	2967	215/4000	-	295/1250	-	1755	2000
D	S line 3.0 TDI quattro Auto	-	5	50480	25240	7-A	41	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
D	S line 3.0 TDI quattro Auto	-	5	53060	26530	7-A	43	155	5.7	52.3	142	2967	268/3500	-	428/1500	-	1830	2000
D	S line 3.0 BiTDI quattro Auto	-	5	56730	28365	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100
D	Black Edition 3.0 TDI quattro Auto	-	5	52830	26415	7-A	42	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
D	Black Edition 3.0 TDI quattro Auto	-	5	55410	27705	7-A	44	155	5.7	52.3	142	2967	268/3500	-	428/1500	-	1830	2000
D	Black Edition 3.0 BiTDI quattro Auto	338	5	59080	29540	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100

A8

Rating ★★★★☆

Now even more refined, with exquisite attention to detail, great driving manners and exceptionally high comfort levels.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 3.0 TDI quattro Auto	-	4	59585	22642	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
D	SE Executive 3.0 TDI quattro Auto	-	4	62190	23632	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
D	SE Executive 4.2 TDI quattro Auto	-	4	72835	26221	8-A	50	155	4.7	39.2	189	4134	380/3750	-	627/2000	-	2040	2300
D	Sport 3.0 TDI quattro Auto	-	4	65825	25014	8-A	tba	155	5.9	47.9	155	2967	258/4000	-	428/1750	-	1880	2200
D	Sport 4.2 TDI quattro Auto	-	4	76435	27517	8-A	tba	155	4.7	38.2	193	4134	380/3750	-	627/2000	-	2040	2300
D	L SE 3.0 TDI quattro Auto	324	4	63585	24162	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
D	L SE Executive 3.0 TDI quattro Auto	-	4	66190	25152	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
D	L SE Executive 4.2 TDI quattro Auto	-	4	76800	27648	8-A	50	155	4.7	38.7	190	4134	380/3750	-	627/2000	-	2095	2300
PE	L Hybrid 2.0 TFSI Auto	-	4	68285	23217	8-A	44	146	7.9	44.1	148	1984	242/4200	54	258/1500	155	1920	0

New Q3

Rating ★★★★☆

Audi's baby SUV now had bolder looks, decent kit, superb refinement and quality to match.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI	-	5	26880	15053	6-M	20	126	9.6	61.4	119	1968	148/3500	-	251/1750	-	1485	1800
D	SE 2.0 TDI quattro	-	5	28440	15358	6-M	20	126	9.3	56.5	131	1968	148/3500	-	251/1750	-	1570	1800
D	SE 2.0 TDI quattro Auto	-	5	30020	16211	7-A	20	126	9.3	55.4	134	1968	148/4000	-	251/1750	-	1605	2000
D	SE 2.0 TDI quattro	-	5	29240	15790	6-M	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1605	2000
D	SE 2.0 TDI quattro Auto	-	5	30820	16643	7-A	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1625	2000
D	S line 2.0 TDI	-	5	29430	16481	6-M	21	126	9.6	60.1	122	1968	148/3500	-	251/1750	-	1485	1800
D	S line 2.0 TDI quattro	-	5	30990	16735	6-M	21	126	9.3	55.4	134	1968	148/3500	-	251/1750	-	1570	1800
D	S line 2.0 TDI quattro Auto	-	5	32570	17588	7-A	21	126	9.3	54.3	137	1968	148/4000	-	251/1750	-	1605	2000
D	S line 2.0 TDI quattro	-	5	31805	17175	6-M	24	136	7.9	51.4	143	1968	181/3500	-	280/1800	-	1605	2000
D	S line 2.0 TDI quattro Auto	-	5	33385	18028	7-A	24	136	7.9	52.3	141	1968	181/3500	-	280/1800	-	1625	2000
D	S line Plus 2.0 TDI quattro	-	5	33340	18004	6-M	21	126	9.3	52.3	140	1968	148/3500	-	251/1750	-	1570	1800
D	S line Plus 2.0 TDI quattro Auto	-	5	34935	18865	7-A	21	126	9.3	51.4	144	1968	148/4000	-	251/1750	-	1605	2000
D	S line Plus 2.0 TDI quattro	-	5	34155	18444	6-M	25	136	7.9	49.6	148	1968	181/3500	-	280/1800	-	1605	2000
D	S line Plus 2.0 TDI quattro Auto	-	5	35735	19297	7-A	25	136	7.9	50.4	146	1968	181/3500	-	280/1800	-	1625	2000

Q5

Rating ★★★★☆

Now more comfortable and refined, with decent equipment levels. It's not bad to drive either.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 TDI quattro	-	5	31720	18398	6-M	21	118	10.8	50.4	147	1968	148/4200	-	236/1500	-	1820	1800
D	SE 2.0 TDI quattro	-	5	32695	18963	6-M	tba	130	8.4	49.6	148	1968	187/tba	-	295/1750	-	1820	2000
D	SE 2.0 TDI quattro Auto	-	5	34280	19882	7-A	tba	130	8.4	48.7	152	1968	187/tba	-	295/1750	-	1860	2000
D	SE 3.0 TDI quattro Auto	-	5	38380	22260	7-A	tba	143	6.2	47.1	158	2967	254/tba	-	428/1750	-	1880	2400
D	S line 2.0 TDI quattro	-	5	34120	19790	6-M	21	118	10.8	49.6	150	1968	148/4200	-	236/1500	-	1820	1800
D	S line 2.0 TDI quattro	-	5	35130	20375	6-M	tba	130	8.4	48.7	151	1968	187/tba	-	295/1750	-	1820	2000
D	S line 2.0 TDI quattro Auto	-	5	36680	21274	7-A	tba	130	8.4	47.9	154	1968	187/tba	-	295/1750	-	1860	2000
D	S line 3.0 TDI quattro Auto	-	5	40780	23652	7-A	tba	143	6.2	46.3	161	2967	254/tba	-	428/1750	-	1880	2400
D	S line Plus 2.0 TDI quattro	-	5	36655	21260	6-M	22	118	10.8	48.7	152	1968	148/4200	-	236/1500	-	1820	1800
D	S line Plus 2.0 TDI quattro	-	5	37630	21825	6-M	tba	130	8.4	47.9	153	1968	187/tba	-	295/1750	-	1820	2000
D	S line Plus 2.0 TDI quattro Auto	-	5	39180	22724	7-A	tba	130	8.4	47.1	157	1968	187/tba	-	295/1750	-	1860	2000
D	S line Plus 3.0 TDI quattro Auto	-	5	43280	25102	7-A	tba	143	6.2	45.6	163	2967	254/tba	-	428/1750	-	1880	2400
D	SQ5 3.0 BiTDI quattro Auto	-	5	44785	25975	8-A	41	155	5.2	42.8	174	2967	309/tba	-	479/1400	-	2000	2400

New Q7

Rating ★★★★☆

Second generation Q7 is huge both inside and out and around 10 per cent more expensive than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 3.0 TDI quattro Auto	-	5	50340	30204	8-A	tba	145	6.5	47.9	153	2967	268/3250	-	443/1500	-	2060	2800
D	S line 3.0 TDI quattro Auto	-	5	53835	32301	8-A	tba	145	6.5	47.9	153	2967	268/3250	-	443/1500	-	2060	2800

New TT

Rating ★★★★½

Even more sensational than before. It's frugal, fast and technically a tour de force. It's the best TT yet.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Coupé Sport 2.0 TDI ultra	333	2	29810	16097	6-M	34	149	7.1	62.8	116	1968	181/3500	-	280/1750	-	1265	0
D	Coupé S line 2.0 TDI ultra	-	2	32360	17474	6-M	35	149	7.1	62.8	116	1968	181/3500	-	280/1750	-	1265	0
D	Roadster Sport 2.0 TDI ultra	-	2	31995	16637	6-M	35	147	7.3	61.4	120	1968	181/3500	-	280/1750	-	1360	0
D	Roadster S line 2.0 TDI ultra	-	2	34545	17963	6-M	36	147	7.3	61.4	120	1968	181/3500	-	280/1750	-	1360	0

BMW

UK dealers: 147 (i Dealers 47) **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

New 1 Series

Rating COMING SOON

An update for the baby of the range, with even more efficient engines and a slimmed down line-up.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	116d EfficientDynamics Plus	-	3	22030	11015	tba	tba	tba	tba	83.1	89	tba	114/tba	-	tba	-	tba	tba
D	116d SE	-	3	21180	10590	tba	tba	tba	tba	78.5	94	tba	114/tba	-	tba	-	tba	tba
D	116d SE Auto	-	3	22730	11365	tba	tba	tba	tba	78.5	96	tba	148/tba	-	tba	-	tba	tba
D	116d Sport	-	3	22180	11090	tba	tba	tba	tba	72.4	103	tba	148/tba	-	tba	-	tba	tba
D	116d Sport Auto	-	3	23730	11865	tba	tba	tba	tba	72.4	103	tba	148/tba	-	tba	-	tba	tba
D	116d M Sport	-	3	23880	11940	tba	tba	tba	tba	70.6	106	tba	148/tba	-	tba	-	tba	tba
D	116d M Sport Auto	-	3	25430	12715	tba	tba	tba	tba	68.9	107	tba	148/tba	-	tba	-	tba	tba
D	118d SE	-	3	22325	11163	tba	tba	tba	tba	70.6	104	tba	148/tba	-	tba	-	tba	tba
D	118d SE Auto	-	3	23875	11938	tba	tba	tba	tba	74.3	99	tba	148/tba	-	tba	-	tba	tba
D	118d Sport	-	3	23325	11663	tba	tba	tba	tba	68.9	109	tba	148/tba	-	tba	-	tba	tba
D	118d Sport Auto	-	3	24875	12438	tba	tba	tba	tba	70.6	105	tba	148/tba	-	tba	-	tba	tba
D	118d M Sport	-	3	25025	12513	tba	tba	tba	tba	65.7	114	tba	148/tba	-	tba	-	tba	tba
D	118d M Sport Auto	-	3	26575	13288	tba	tba	tba	tba	67.3	110	tba	148/tba	-	tba	-	tba	tba
D	120d Sport	-	3	24775	12388	tba	tba	tba	tba	65.7	114	tba	188/tba	-	tba	-	tba	tba
D	120d Sport Auto	-	3	26325	13163	tba	tba	tba	tba	68.9	109	tba	188/tba	-	tba	-	tba	tba
D	120d M Sport	-	3	26475	13238	tba	tba	tba	tba	62.8	118	tba	188/tba	-	tba	-	tba	tba
D	120d M Sport Auto	-	3	28025	14013	tba	tba	tba	tba	65.7	114	tba	188/tba	-	tba	-	tba	tba
D	125d M Sport Auto	-	3	29800	15496	tba	tba	tba	tba	65.7	114	tba	221/tba	-	tba	-	tba	tba
D	116d EfficientDynamics Plus	339	5	22560	11731	tba	tba	tba	tba	83.1	89	tba	114/tba	-	tba	-	tba	tba
D	116d SE	-	5	21710	10855	tba	tba	tba	tba	78.5	94	tba	114/tba	-	tba	-	tba	tba
D	116d SE Auto	-	5	23260	11630	tba	tba	tba	tba	78.5	96	tba	148/tba	-	tba	-	tba	tba
D	116d Sport	-	5	22710	11355	tba	tba	tba	tba	72.4	103	tba	148/tba	-	tba	-	tba	tba
D	116d Sport Auto	-	5	24260	12130	tba	tba	tba	tba	72.4	103	tba	148/tba	-	tba	-	tba	tba
D	116d M Sport	-	5	24410	12205	tba	tba	tba	tba	70.6	106	tba	148/tba	-	tba	-	tba	tba
D	116d M Sport Auto	-	5	25960	12980	tba	tba	tba	tba	68.9	107	tba	148/tba	-	tba	-	tba	tba
D	118d SE	-	5	22855	11428	tba	tba	tba	tba	70.6	104	tba	148/tba	-	tba	-	tba	tba
D	118d SE Auto	-	5	24405	12203	tba	tba	tba	tba	74.3	99	tba	148/tba	-	tba	-	tba	tba
D	118d Sport	-	5	23855	11928	tba	tba	tba	tba	68.9	109	tba	148/tba	-	tba	-	tba	tba
D	118d Sport Auto	-	5	25405	12703	tba	tba	tba	tba	70.6	105	tba	148/tba	-	tba	-	tba	tba
D	118d M Sport	-	5	25555	12778	tba	tba	tba	tba	65.7	114	tba	148/tba	-	tba	-	tba	tba
D	118d M Sport Auto	-	5	27105	13553	tba	tba	tba	tba	67.3	110	tba	148/tba	-	tba	-	tba	tba
D	120d Sport	-	5	25305	12653	tba	tba	tba	tba	65.7	114	tba	188/tba	-	tba	-	tba	tba
D	120d Sport Auto	-	5	26855	13428	tba	tba	tba	tba	68.9	109	tba	188/tba	-	tba	-	tba	tba
D	120d M Sport	-	5	27005	13503	tba	tba	tba	tba	62.8	118	tba	188/tba	-	tba	-	tba	tba
D	120d M Sport Auto	-	5	28555	14278	tba	tba	tba	tba	65.7	114	tba	188/tba	-	tba	-	tba	tba
D	120d xDrive Sport Auto	-	5	28355	13610	tba	tba	tba	tba	62.8	119	tba	188/tba	-	tba	-	tba	tba
D	120d xDrive M Sport Auto	-	5	30055	14426	tba	tba	tba	tba	60.1	124	tba	188/tba	-	tba	-	tba	tba
D	125d M Sport Auto	-	5	30330	15772	tba	tba	tba	tba	65.7	114	tba	221/tba	-	tba	-	tba	tba

SPEC CHECK

CHOOSING THE PERFECT MINI HATCH 5-DOOR



The latest MINI Hatch has spawned a five-door edition for the first time, and has been an instant hit with buyers. But with an optional extras and personalisation list as long as your arm, you'll need to specify your MINI wisely if you want to maximise the amount of money you get back when you come to change it. The Cooper D edition is the best-selling diesel model, and so this one is likely to be the version most in demand when you put it up for sale. We would choose Electric Blue, a £475 metallic paint option, as it shows off the lines of the five-door car the best, especially if you opt for the no-cost Aspen White roof. £2,250 is the cost of the optional Chili pack, which may seem like a hefty amount, but adds a whole host of useful equipment, including half leather sports seats, dual-zone climate control, automatic headlights and wipers, a multi-function leather steering wheel, larger 16-inch alloy wheels and a set of mats to protect the car's carpets. It's a desirable package and will almost certainly add to the MINI's value further down the line. We would spend out a further £65 on a space saver spare wheel, and add the heated front windscreen for £95, which will save precious minutes scraping ice off the windscreen in the cold winter months. For the final touches, we would also spend £80 on white bonnet stripes to match the white roof.

2 Series

Rating ★★★★☆

The 2 Series becomes a family, including coupé and MPV. Fantastic to drive, if not the last word in practicality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	218d SE Coupé	-	2	24415	12696	6-M	20	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1430	1200
D	218d SE Coupé Auto	-	2	25965	13502	8-A	20	132	8.6	64.2	116	1995	141/4000	-	236/1750	-	1450	1200
D	218d Sport Coupé	-	2	25415	13216	6-M	20	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1430	1200
D	218d Sport Coupé Auto	-	2	26965	14022	8-A	20	132	8.6	64.2	116	1995	141/4000	-	236/1750	-	1450	1200
D	218d Luxury Coupé	-	2	26415	13736	6-M	20	132	8.9	60.1	123	1995	141/4000	-	236/1750	-	1430	1200
D	218d Luxury Coupé Auto	-	2	27965	14542	8-A	20	132	8.6	61.4	120	1995	141/4000	-	236/1750	-	1450	1200
D	218d M Sport Coupé	322	2	26765	13918	6-M	21	132	8.9	60.1	123	1995	141/4000	-	236/1750	-	1430	1200
D	218d M Sport Coupé Auto	-	2	28315	14724	8-A	21	132	8.6	61.4	120	1995	141/4000	-	236/1750	-	1450	1200
D	220d Sport Coupé	-	2	27015	13508	6-M	26	143	7.1	65.7	112	1995	188/tba	-	295/tba	-	tba	tba
D	220d Sport Coupé Auto	-	2	28565	14283	8-A	26	143	7.0	72.4	104	1995	188/tba	-	295/tba	-	tba	tba
D	220d Luxury Coupé	-	2	28015	14008	6-M	26	143	7.1	64.2	115	1995	188/tba	-	295/tba	-	tba	tba
D	220d Luxury Coupé Auto	-	2	29565	14783	8-A	26	143	7.0	68.9	107	1995	188/tba	-	295/tba	-	tba	tba
D	220d M Sport Coupé	-	2	28365	14183	6-M	27	143	7.1	64.2	115	1995	188/tba	-	295/tba	-	tba	tba
D	220d M Sport Coupé Auto	-	2	29915	14958	8-A	27	143	7.0	68.9	107	1995	188/tba	-	295/tba	-	tba	tba
D	220d xDrive Sport Coupé Auto	-	2	30065	15033	8-A	24	tba	tba	62.8	119	1995	188/tba	-	295/tba	-	tba	tba
D	220d xDrive Luxury Coupé Auto	-	2	31065	15533	8-A	25	tba	tba	60.1	124	1995	188/tba	-	295/tba	-	tba	tba
D	220d xDrive M Sport Coupé Auto	-	2	31415	15708	8-A	25	tba	tba	60.1	124	1995	188/tba	-	295/tba	-	tba	tba
D	225d M Sport Coupé Auto	-	2	32120	16060	8-A	33	150	6.3	58.9	125	1995	215/4400	-	332/1500	-	1495	1200
D	220d Sport Convertible	-	2	29965	14983	6-M	27	140	7.5	61.4	121	1995	188/tba	-	295/tba	-	tba	tba
D	220d Sport Convertible Auto	-	2	31515	15758	8-A	27	140	7.4	65.7	113	1995	188/tba	-	295/tba	-	tba	tba
D	220d Luxury Convertible	-	2	30965	15483	6-M	27	140	7.5	60.1	124	1995	188/tba	-	295/tba	-	tba	tba
D	220d Luxury Convertible Auto	-	2	32515	16258	8-A	27	140	7.4	64.2	117	1995	188/tba	-	295/tba	-	tba	tba
D	220d M Sport Convertible	-	2	31315	15658	6-M	27	140	7.5	60.1	124	1995	188/tba	-	295/tba	-	tba	tba
D	220d M Sport Convertible Auto	-	2	32865	16433	8-A	27	140	7.4	64.2	117	1995	188/tba	-	295/tba	-	tba	tba
D	216d SE Active Tourer	-	5	23410	11705	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d Sport Active Tourer	-	5	24660	12330	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d Luxury Active Tourer	-	5	25410	12705	6-M	11	121	10.6	74.3	99	1496	114/4000	-	199/1750	-	1440	1300
D	216d M Sport Active Tourer	-	5	26410	13205	6-M	12	121	10.6	72.4	104	1496	114/4000	-	199/1750	-	1440	1300
D	218d SE Active Tourer	-	5	24555	12278	6-M	15	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d SE Active Tourer Auto	-	5	26105	13053	8-A	15	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d Sport Active Tourer	-	5	25805	12903	6-M	16	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d Sport Active Tourer Auto	-	5	27355	13678	8-A	16	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d Luxury Active Tourer	-	5	26555	13278	6-M	16	129	8.9	68.9	109	1995	148/4000	-	243/1750	-	1450	1300
D	218d Luxury Active Tourer Auto	333	5	28105	14053	8-A	16	130	8.9	68.9	109	1995	148/4000	-	243/1750	-	1485	1300
D	218d M Sport Active Tourer	-	5	27555	13778	6-M	16	129	8.9	65.7	114	1995	148/4000	-	243/1750	-	1450	1300
D	218d M Sport Active Tourer Auto	-	5	29105	14553	8-A	16	130	8.9	65.7	114	1995	148/4000	-	243/1750	-	1485	1300
D	220d Sport Active Tourer	-	5	27255	13628	6-M	21	141	7.6	64.2	115	1995	188/4000	-	295/1750	-	1480	1500
D	220d Sport Active Tourer Auto	-	5	28805	14403	8-A	21	140	7.5	65.7	112	1995	188/4000	-	295/1750	-	1505	1500
D	220d Luxury Active Tourer	-	5	28005	14003	6-M	21	141	7.6	64.2	115	1995	188/4000	-	295/1750	-	1480	1500
D	220d Luxury Active Tourer Auto	-	5	29555	14778	8-A	21	140	7.5	65.7	112	1995	188/4000	-	295/1750	-	1505	1500
D	220d M Sport Active Tourer	-	5	29005	14503	6-M	21	141	7.6	62.8	119	1995	188/4000	-	295/1750	-	1480	1500
D	220d M Sport Active Tourer Auto	-	5	30555	15278	8-A	21	140	7.5	64.2	116	1995	188/4000	-	295/1750	-	1505	1500
D	220d xDrive Sport Active Tourer Auto	-	5	30305	15153	8-A	20	139	7.3	61.4	122	1995	188/4000	-	295/1750	-	1585	1500
D	220d xDrive Luxury Active Tourer Auto	-	5	31055	15528	8-A	21	139	7.3	61.4	122	1995	188/4000	-	295/1750	-	1585	1500
D	220d xDrive M Sport Active Tourer Auto	-	5	32055	16028	8-A	21	139	7.3	58.9	127	1995	188/4000	-	295/1750	-	1585	1500
D	216d SE Gran Tourer	-	5	25110	12555	6-M	tba	tba	11.4	68.9	108	1496	tba	-	tba	-	tba	tba
D	216d Sport Gran Tourer	-	5	26360	13180	6-M	tba	tba	11.4	68.9	108	1496	tba	-	tba	-	tba	tba
D	216d Luxury Gran Tourer	-	5	27110	13555	6-M	tba	tba	11.4	68.9	108	1496	tba	-	tba	-	tba	tba
D	216d M Sport Gran Tourer	-	5	28110	14055	6-M	tba	tba	11.4	67.3	111	1496	tba	-	tba	-	tba	tba
D	218d SE Gran Tourer	-	5	26255	13128	6-M	tba	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	218d SE Gran Tourer Auto	-	5	27805	13903	8-A	tba	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D	218d Sport Gran Tourer	-	5	27505	13753	6-M	tba	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D	218d Sport Gran Tourer Auto	-	5	29055	14528	8-A	tba	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D	218d Luxury Gran Tourer	-	5	28255	14128	6-M	tba	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D	218d Luxury Gran Tourer Auto	-	5	29805	14903	8-A	tba	tba	9.5	64.2	115	1995	tba	-	tba	-	tba	tba
D	218d M Sport Gran Tourer	-	5	29255	14628	6-M	tba	tba	9.5	62.8	119	1995	tba	-	tba	-	tba	tba
D	218d M Sport Gran Tourer Auto	-	5	30805	15403	8-A	tba	tba	9.5	62.8	119	1995	tba	-	tba	-	tba	tba
D	220d xDrive Sport Gran Tourer Auto	-	5	32005	16003	8-A	tba	tba	7.8	57.6	129	1995	tba	-	tba	-	tba	tba
D	220d xDrive Luxury Gran Tourer Auto	-	5	32755	16378	8-A	tba	tba	7.8	57.6	129	1995	tba	-	tba	-	tba	tba
D	220d xDrive M Sport Gran Tourer Auto	-	5	33885	16943	8-A	tba	tba	7.8	55.4	134	1995	tba	-	tba	-	tba	tba

3 Series

Rating ★★★★☆

Best 3 yet, the new model is leaner, cleaner and greener, as well as more spacious. Common, but still classy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	316d ES	-	4	26275	11036	6-M	20	126	10.9	68.9	109	1995	114/4000	-	192/1750	-	1485	1600
D	316d ES Auto	-	4	27825	11687	8-A	20	126	10.8	68.9	109	1995	114/4000	-	192/1750	-	1505	1600
D	316d SE	-	4	27125	11393	6-M	20	126	10.9	68.9	109	1995	114/4000	-	192/1750	-	1485	1600
D	316d SE Auto	-	4	28675	12044	8-A	20	126	10.8	68.9	109	1995	114/4000	-	192/1750	-	1505	1600
D	316d Sport	-	4	27425	11519	6-M	20	126	10.9	65.7	113	1995	114/4000	-	192/1750	-	1485	1600
D	316d Sport Auto	-	4	28975	12170	8-A	20	126	10.8	65.7	113	1995	114/4000	-	192/1750	-	1505	1600
D	318d SE	-	4	28375	11918	6-M	24	132	9.0	62.8	119	1995	141/4000	-	236/1750	-	1485	1600
D	318d SE Auto	-	4	29925	12569	8-A	24	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1505	1600
D	318d Sport	-	4	28675	12044	6-M	24	132	9.0	62.8	119	1995	141/4000	-	236/1750	-	1485	1600
D	318d Sport Auto	-	4	30225	12695	8-A	24	132	8.9	62.8	119	1995	141/4000	-	236/1750	-	1505	1600
D	318d Luxury	-	4	30875	12968	6-M	25	132	9.0	60.1	122	1995	141/4000	-	236/1750	-	1485	1600
D	318d Luxury Auto	-	4	32425	13619	8-A	25	132	8.9	60.1	122	1995	141/4000	-	236/1750	-	1505	1600
D	318d M Sport	-	4	30675	12884	6-M	25	132	9.0	60.1	122	1995	141/4000	-	236/1750	-	1485	1600
D	318d M Sport Auto	-	4	32225	13535	8-A	25	132	8.9	60.1	122	1995	141/4000	-	236/1750	-	1505	1600
D	320d SE	-	4	29475	11201	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d SE Auto	-	4	31025	11790	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d Sport	-	4	29775	11315	6-M	31	146	7.5	61.4	120	1995	181/4000	-	280/1750	-	1495	1600
D	320d Sport Auto	-	4	31325	11904	8-A	31	143	7.4	62.8	118	1995	181/4000	-	280/1750	-	1505	1600
D	320d Luxury	-	4	31975	12151	6-M	32	146	7.5	60.1	123	1995	181/4000	-	280/1750	-	1495	1600
D	320d Luxury Auto	-	4	33525	12740	8-A	32	143	7.4	61.4	121	1995	181/4000	-	280/1750	-	1505	1600
D	320d M Sport	-	4	31775	12075	6-M	32	146	7.5	60.1	123	1995	181/4000	-	280/1750	-	1495	1600
D	320d M Sport Auto	-	4	33325	12664	8-A	32	143	7.4	61.4	121	1995	181/4000	-	280/1750	-	1505	1600
D	320d EfficientDynamics	-	4	29475	11201	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
D	320d EfficientDynamics Auto	-	4	31025	11790	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
D	320d EfficientDynamics Business	-	4	30175	11467	6-M	31	143	8.0	68.9	109	1995	161/4000	-	280/1750	-	1495	0
D	320d EfficientDynamics Business Auto	-	4	31725	12056	8-A	31	140	7.9	68.9	109	1995	161/4000	-	280/1750	-	1505	0
D	320d xDrive SE	-	4	30975	14249	6-M	30	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
D	320d xDrive SE Auto	-	4	32525	14962	8-A	30	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
D	320d xDrive Sport	-	4	31275	14387	6-M	30	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
D	320d xDrive Sport Auto	-	4	32825	15100	8-A	30	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
D	320d xDrive Luxury	-	4	33475	15399	6-M	31	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
D	320d xDrive Luxury Auto	-	4	35025	16112	8-A	31	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
D	320d xDrive M Sport	-	4	33275	15307	6-M	31	145	7.5	57.6	128	1995	181/4000	-	280/1750	-	1585	1800
D	320d xDrive M Sport Auto	-	4	34825	16020	8-A	31	142	7.4	58.9	125	1995	181/4000	-	280/1750	-	1595	1800
D	325d SE	-	4	31275	13136	6-M	35	152	6.8	57.6	129	1995	215/4400	-	332/1500	-	1550	1800
D	325d SE Auto	-	4	32825	13787	8-A	35	152	6.6	61.4	122	1995	215/4400	-	332/1500	-	1565	1800
D	325d Luxury	-	4	33905	14240	6-M	36	152	6.8	56.5	132	1995	215/4400	-	332/1500	-	1550	1800
D	325d Luxury Auto	-	4	35455	14891	8-A	36	152	6.6	58.9	125	1995	215/4400	-	332/1500	-	1565	1800
D	325d M Sport	-	4	33705	14156	6-M	36	152	6.8	56.5	132	1995	215/4400	-	332/1500	-	1550	1800
D	325d M Sport Auto	-	4	35255	14807	8-A	36	152	6.6	58.9	125	1995	215/4400	-	332/1500	-	1565	1800
D	330d SE Auto	-	4	34675	14564	8-A	38	155	5.6	57.6	129	2993	255/4000	-	413/2000	-	1615	1800
D	330d Luxury Auto	-	4	37305	15668	8-A	38	155	5.6	56.5	131	2993	255/4000	-	413/2000	-	1615	1800
D	330d M Sport Auto	-	4	37105	15584	8-A	38	155	5.6	56.5	131	2993	255/4000	-	413/2000	-	1615	1800
D	330d xDrive SE Auto	-	4	36305	15248	8-A	40	155	5.3	54.3	137	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive Luxury Auto	-	4	38805	16298	8-A	41	155	5.3	53.3	139	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive M Sport Auto	-	4	38605	16214	8-A	41	155	5.3	53.3	139	2993	255/4000	-	413/1500	-	1685	1800
D	335d xDrive Luxury Auto	-	4	41720	17522	8-A	43	155	4.8	53.3	145	2993	308/4400	-	465/1500	-	1705	1800
D	335d xDrive M Sport Auto	-	4	41520	17438	8-A	43	155	4.8	53.3	145	2993	308/4400	-	465/1500	-	1705	1800
PE	ActiveHybrid 3 SE Auto	-	4	41385	17382	8-A	38	155	5.3	47.9	139	2979	302/5800	54	295/1200	155	1730	0
PE	ActiveHybrid 3 Luxury Auto	-	4	43900	18438	8-A	39	155	5.3	47.1	141	2979	302/5800	54	295/1200	155	1730	0
PE	ActiveHybrid 3 M Sport Auto	-	4	43700	18354	8-A	39	155	5.3	47.1	141	2979	302/5800	54	295/1200	155	1730	0
D	316d ES Touring	-	5	27575	12133	6-M	20	124	11.2	64.2	116	1995	114/4000	-	192/1750	-	1555	1600
D	316d ES Touring Auto	-	5	29125	12815	8-A	20	123	11.1	64.2	116	1995	114/4000	-	192/1750	-	1575	1600
D	316d SE Touring	-	5	28425	12507	6-M	20	124	11.2	64.2	116	1995	114/4000	-	192/1750	-	1555	1600
D	316d SE Touring Auto	-	5	29975	13189	8-A	20	123	11.1	64.2	116	1995	114/4000	-	192/1750	-	1575	1600
D	316d Sport Touring	-	5	28725	12639	6-M	20	124	11.2	64.2	116	1995	114/4000	-	192/1750	-	1555	1600
D	316d Sport Touring Auto	-	5	30275	13321	8-A	20	123	11.1	64.2	116	1995	114/4000	-	192/1750	-	1575	1600
D	318d SE Touring	-	5	29675	13057	6-M	24	130	9.2	60.1	124	1995	141/4000	-	236/1750	-	1555	1600
D	318d SE Touring Auto	-	5	31225	13739	8-A	24	130	9.2	60.1	124	1995	141/4000	-	236/1750	-	1575	1600
D	318d Sport Touring	-	5	29975	13189	6-M	24	130	9.2	60.1	124	1995	141/4000	-	236/1750	-	1555	1600
D	318d Sport Touring Auto	-	5	31525	13871	8-A	24	130	9.2	60.1	124	1995	141/4000	-	236/1750	-	1575	1600
D	318d Luxury Touring	-	5	32175	14157	6-M	25	130	9.2	58.9	127	1995	141/4000	-	236/1750	-	1555	1600
D	318d Luxury Touring Auto	-	5	33725	14839	8-A	25	130	9.2	58.9	127	1995	141/4000	-	236/1750	-	1575	1600
D	318d M Sport Touring	-	5	31975	14069	6-M	25	130	9.2	58.9	127	1995	141/4000	-	236/1750	-	1555	1600
D	318d M Sport Touring Auto	-	5	33525	14751	8-A	25	130	9.2	58.9	127	1995	141/4000	-	236/1750	-	1575	1600
D	320d SE Touring	-	5	30775	13541	6-M	31	143	7.7	60.1	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d SE Touring Auto	-	5	32325	14223	8-A	31	140	7.6	60.1	124	1995	181/4000	-	280/1750	-	1585	1600
D	320d Sport Touring	-	5	31075	13673	6-M	31	143	7.7	60.1	125	1995	181/4000	-	280/1750	-	1570	1600
D	320d Sport Touring Auto	-	5	32625	14355	8-A	31	140	7.6	60.1	124	1995	181/4000	-	280/1750	-	1585	1600
D	320d Luxury Touring	-	5	33275	14641	6-M	32	143	7.7	57.6	128	1995	181/4000	-	280/1750	-	1570	1600
D	320d Luxury Touring Auto	-	5	34825	15323	8-A	32	140	7.6	58.6	127	1995	181/4000	-	280/1750	-	1585	1600
D	320d M Sport Touring	-	5	33075	14553	6-M	32	143	7.7	57.6	128	1995	181/4000	-	280/1750	-	1570	1600
D	320d M Sport Touring Auto	-	5	34625	15235	8-A	32	140	7.6	58.6	127	1995	181/4000	-	280/1750	-	1585	1600
D	320d EfficientDynamics Touring	-	5	30775	13541	6-M	31	138	8.3	65.7	114	1995	161/4000	-	280/1750	-	1570	0
D	320d EfficientDynamics Touring Auto	-	5	32325	14223	8-A	31	138	8.2	65.7	114	1995	161/4000	-	280/1750	-	1585	0
D	320d EfficientDynamics Business Touring	-	5	31475	13849	6-M	31	138	8.3	65.7	114	1995	161/4000	-	280/1750	-	1570	0
D	320d EfficientDynamics Business Touring Auto	-	5	33025	14531	8-A	31	138	8.2	65.7	114	1995	161/4000	-	280/1750	-	1585	0
D	320d xDrive SE Touring	-	5	32405	14906	6-M	30	142	7.8	55.4	133	1995	181/4000	-	280/1750	-	1650	1600
D	320d xDrive SE Touring Auto	-	5	33955	15619	8-A	30	138	7.7	55.4	133	1995	181/4000	-	280/1750	-	1660	1600
D	320d xDrive Sport Touring	-	5	32705	15044	6-M	30	142	7.8	55.4	133	1995	181/4000	-	280/1750	-	1650	1600
D	320d xDrive Sport Touring Auto	-	5	34255	15757	8-A	30	138	7.7	55.4	133	1995	181/4000	-	280/1750	-	1660	1600
D	320d xDrive Luxury Touring	-	5	34905	16056	6-M	31	142	7.8	55.4	133	1995	181/4000	-	280/1750	-	1650	1600
D	320d xDrive Luxury Touring Auto	-	5	36455	16769	8-A	31	138	7.7	55.4	133	1995	181/4000	-	280/1750	-	1660	1600
D	320d xDrive M Sport Touring	-	5	34705	15964	6-M	31	142	7.8	55.4	133	1995	181/4000	-	280/1750	-	1650	1600
D	320d xDrive M Sport Touring Auto	-	5	36255	16677	8-A	31	138	7.7	55.4	133	1995	181/4000	-	280/1750	-	1660	1600
D	325d SE Touring	-	5	32705	14390	6-M	35	148	6.9	55.4	134	1995	215/4400	-	332/1500	-	1615	1800
D	325d SE Touring Auto	-	5	34255	15072	8-A	35	tba	6.7	58.9	127	tba	215/4400	-	332/1500	-	tba	tba
D	325d Luxury Touring	-	5	35205	15490	6-M	36	148	6.9	54.3	137	1995	215/4400	-	332/1500	-	1615	1800
D	325d Luxury Touring Auto	-	5	36755	16172	8-A	36	tba	6.7	57.6	130	tba	215/4400	-	332/1500	-	tba	tba
D	325d M Sport Touring	-	5	35005	15402	6-M	36	148	6.9	54.3	137	1995	215/4400	-	332/1500	-	1615	1800
D	325d M Sport Touring Auto	-	5	36555	16084	8-A	36	tba	6.7	57.6	130	tba	215/4400	-	332/1500	-	tba	tba
D	330d SE Touring Auto	-	5	36105	15164	8-A	38	155	5.6	55.4	135	2993	255/4000	-	413/1500	-	1685	1800
D	330d Luxury Touring Auto	308	5	38605	16214	8-A	38	155	5.6	53.3	138	2993	255/4000	-	413/1500	-	1685	1800
D	330d M Sport Touring Auto	-	5	38405	16130	8-A	38	155	5.6	53.3	138	2993	255/4000	-	413/1500	-	1685	1800
D	330d xDrive SE Touring Auto	-	5	37620	15800	8-A	40	155	5.4	52.3	142	2993	255/4000	-	413/1500	-	1750	1800
D	330d xDrive Luxury Touring Auto	-	5	40120	16850	8-A	41	155	5.4	51.4	145	2993	255/4000	-	413/1500	-	1750	1800
D	330d xDrive M Sport Touring Auto	-	5	39920	16766	8-A	41	155	5.4	51.4	145	2993	255/4000	-	413/1500	-	1750	1800
D	335d xDrive Luxury Touring Auto	-	5	43055	18083	8-A	43	155	4.9	49.6	151	2993	308/4400	-	465/1500	-	tba	tba
D	335d xDrive M Sport Touring Auto	-	5	42855	17999	8-A	43	155	4.9	49.6	151	2993	308/4400	-	465/1500	-	tba	tba
D	318d SE GT	-	5	31275	15638	6-M	24	130	9.7	61.4	122	1995	141/4000	-	236/1750	-	1615	1600
D	318d SE GT Auto	-	5	32825	16413	8-A	24	130	9.6	57.6	128	1995	141/4000	-	236/1750	-	1635	1600
D	318d Sport GT	314	5	32275	16138	6-M	24	130	9.7	61.4	122	1995	141/4000	-	236/1750	-	1615	1600
D	318d Sport GT Auto	-	5	33825	16913	8-A	24	130	9.6	57.6	128	1995	141/4000	-	236/1750	-	1635	1600
D	318d Luxury GT	-	5	33275	16638	6-M	24	130	9.7	61.4	122	1995	141/4000	-	236/1750	-	1615	1600
D	318d Luxury GT Auto	-	5	34825	17413	8-A	24	130	9.6	57.6	128	1995	141/4000	-	236/1750	-	1635	1600
D	318d M Sport GT	-	5	33525	16763	6-M	25	130	9.7	60.1	124	1995	141/4000	-	236/1750	-	1615	1600
D	318d M Sport GT Auto	-	5	35075	17538	8-A	25	130	9.6	57.6	130	1995	141/4000	-	236/1750	-	1635	1600
D	320d SE GT	-	5	32375	16188	6-M	30	143	8.0	57.6	130	1995	181/4000	-	280/1750	-	1640	1600
D	320d SE GT Auto	-	5	33925	16963	8-A	30	140	7.9	57.6	130	1995	181/4000	-	280/1750	-	1650	1600
D	320d Sport GT	-	5	33375	16688	6-M	30	143	8.0	57.6	130	1995	181/4000	-	280/1750	-	1640	1600
D	320d Sport GT Auto	-	5	34925	17463	8-A	30	140	7.9	57.6	130	1995	181/4000	-	280/1750	-	1650	1600
D	320d Luxury GT	-	5	34375	17188	6-M	30	143	8.0	57.6	130	1995	181/4000	-	280/1750	-	1640	1600
D	320d Luxury GT Auto	-	5	35925	17963	8-A	30	140	7.9	57.6	130	1995	181/4000	-	280/1750	-	1650	1600
D	320d M Sport GT	-	5	34625	17313	6-M	30	143	8.0	56.5	132	1995	181/4000	-	280/1750	-	1640	1600
D	320d M Sport GT Auto	-	5	36175	18088	8-A	30	140	7.9	56.5	132	1995	181/4000	-	280/1750	-	1650	1600
D	325d SE GT	-	5	34305	16466	6-M	34	149	7.1	54.3	136	1995	215/4000	-	332/1500	-	1675	1800
D	325d SE GT Auto	-	5	35855	17210	8-A	34	149	6.8	55.4	133	1995	215/4000	-	332/1500	-	1690	1800
D	325d Luxury GT	-	5	36305	17426	6-M	34	149	7.1	54.3	136	1995	215/4000	-	332/1500	-	1675	1800
D	325d Luxury GT Auto	-	5	37855	18170	8-A	34	149	6.8	55.4	133	1995	215/4000	-	332/1500	-	1690	1800
D	325d M Sport GT	-	5	36555	17546	6-M	34	149	7.1	54.3	138	1995	215/4000	-	332/1500	-	1675	1800
D	325d M Sport GT Auto	-	5	38105	18290	8-A	34	149	6.8	55.4	135	1995	215/4000	-	332/1500	-	1690	1800
D	330d SE GT Auto	-	5	37705	18098	8-A	40	155	5.7	54.3	137	2993	255/4000	-	413/2000	-	1735	1800
D	330d Luxury GT Auto	-	5	39705	19058	8-A	40	155	5.7	54.3	137	2993	255/4000	-	413/2000	-	1735	1800
D	330d M Sport GT Auto	-	5	39955	19178	8-A	41	155	5.7	53.3	139	2993	255/4000	-	413/2000	-	1735	1800
D	330d xDrive SE GT Auto	-	5	39220	18826	8-A	40	155	5.4	51.4	144	2993	255/4000	-	413/2000	-	1805	1800
D	330d xDrive Luxury GT Auto	-	5	41220	19786	8-A	40	155	5.4	51.4	144	2993	255/4000	-	413/2000	-	1805	1800
D	330d xDrive M Sport GT Auto	-	5	41470	19906	8-A	41	155	5.4	50.4	146	2993	255/4000	-	413/2000	-	1805	1800
D	335d xDrive Luxury GT Auto	-	5	44120	21178	8-A	42	155	4.9	49.6	149	2993	308/4300	-	443/1300	-	1820	1800
D	335d xDrive M Sport GT Auto	-	5	44370	21298	8-A	42	155	4.9	49.6	151	2993	308/4300	-	443/1300	-	1820	1800

4 Series

Rating ★★★★☆

The new name for the 3 Series Coupé. It's fantastic to drive, is roomy and well kitted out. It'll be a sure fire hit.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	418d SE Coupé	-	2	31695	16481	6-M	24	tba	8.6	67.3	110	1995	tba	-	tba	-	tba	tba
D	418d SE Coupé Auto	-	2	33245	17287	8-A	24	tba	8.6	68.9	109	1995	tba	-	tba	-	tba	tba
D	418d Sport Coupé	-	2	33195	17261	6-M	25	tba	8.6	62.8	118	1995	tba	-	tba	-	tba	tba
D	418d Sport Coupé Auto	-	2	34745	18067	8-A	25	tba	8.6	64.2	117	1995	tba	-	tba	-	tba	tba
D	418d Luxury Coupé	-	2	34195	17781	6-M	25	tba	8.6	62.8	118	1995	tba	-	tba	-	tba	tba
D	418d Luxury Coupé Auto	-	2	35745	18587	8-A	25	tba	8.6	64.2	117	1995	tba	-	tba	-	tba	tba
D	418d M Sport Coupé	-	2	34695	18041	6-M	25	tba	8.6	62.8	118	1995	tba	-	tba	-	tba	tba
D	418d M Sport Coupé Auto	-	2	36245	18847	8-A	25	tba	8.6	64.2	117	1995	tba	-	tba	-	tba	tba
D	420d SE Coupé	320	2	32495	16897	6-M	30	tba	7.3	67.3	111	1995	tba	-	tba	-	tba	tba
D	420d SE Coupé Auto	-	2	34045	17703	8-A	30	tba	7.1	70.6	106	1995	tba	-	tba	-	tba	tba
D	420d Sport Coupé	-	2	33995	17677	6-M	31	tba	7.3	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d Sport Coupé Auto	-	2	35545	18483	8-A	31	tba	7.1	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d Luxury Coupé	-	2	34995	18197	6-M	31	tba	7.3	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d Luxury Coupé Auto	-	2	36545	19003	8-A	31	tba	7.1	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d M Sport Coupé	-	2	35495	18457	6-M	31	tba	7.3	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d M Sport Coupé Auto	-	2	37045	19263	8-A	31	tba	7.1	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d xDrive SE Coupé	-	2	33995	16998	6-M	30	tba	7.4	64.2	117	1995	tba	-	tba	-	tba	tba
D	420d xDrive SE Coupé Auto	-	2	35545	17773	8-A	30	tba	7.2	64.2	117	1995	tba	-	tba	-	tba	tba
D	420d xDrive Sport Coupé	-	2	35495	17748	6-M	30	tba	7.4	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive Sport Coupé Auto	-	2	37045	18523	8-A	30	tba	7.2	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive Luxury Coupé	-	2	36495	18248	6-M	30	tba	7.4	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive Luxury Coupé Auto	-	2	38045	19023	8-A	30	tba	7.2	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive M Sport Coupé	-	2	36995	18498	6-M	30	tba	7.4	60.1	125	1995	tba	-	tba	-	tba	tba
D	420d xDrive M Sport Coupé Auto	-	2	38545	19273	8-A	30	tba	7.2	60.1	125	1995	tba	-	tba	-	tba	tba
D	425d SE Coupé	-	2	35430	17715	6-M	33	153	6.7	56.5	131	1995	215/4400	-	332/1500	-	1565	1800
D	425d SE Coupé Auto	-	2	36980	18490	8-A	33	153	6.5	60.1	124	1995	215/4400	-	332/1500	-	1580	1800
D	425d Sport Coupé	-	2	36930	18465	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d Sport Coupé Auto	-	2	38480	19240	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	425d Luxury Coupé	-	2	37930	18965	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d Luxury Coupé Auto	-	2	39480	19740	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	425d M Sport Coupé	-	2	38430	19215	6-M	34	153	6.7	54.3	136	1995	215/4400	-	332/1500	-	1565	1800
D	425d M Sport Coupé Auto	-	2	39980	19990	8-A	34	153	6.5	57.6	129	1995	215/4400	-	332/1500	-	1580	1800
D	430d Luxury Coupé Auto	-	2	40445	20223	8-A	40	155	5.5	55.4	134	2993	255/4000	-	413/2000	-	1615	1800
D	430d M Sport Coupé Auto	-	2	40945	20473	8-A	40	155	5.5	55.4	134	2993	255/4000	-	413/2000	-	1615	1800
D	430d xDrive Luxury Coupé Auto	-	2	41960	20980	8-A	40	155	5.2	52.3	142	2993	255/4000	-	413/2000	-	1690	1800
D	430d xDrive M Sport Coupé Auto	-	2	42460	21230	8-A	40	155	5.2	52.3	142	2993	255/4000	-	413/2000	-	1690	1800
D	435d xDrive Luxury Coupé Auto	-	2	45245	20813	8-A	41	155	4.7	50.4	147	2993	308/4400	-	465/1500	-	1700	1800
D	435d xDrive M Sport Coupé Auto	-	2	45745	21043	8-A	41	155	4.7	50.4	147	2993	308/4400	-	465/1500	-	1700	1800
D	420d SE Convertible	-	2	37380	20185	6-M	30	146	8.2	55.4	133	1995	181/4000	-	280/1750	-	1755	1600
D	420d SE Convertible Auto	-	2	38930	21022	8-A	30	142	8.2	58.9	127	1995	181/4000	-	280/1750	-	1765	1600
D	420d Sport Convertible	-	2	38880	20995	6-M	30	146	8.2	54.3	137	1995	181/4000	-	280/1750	-	1755	1600
D	420d Sport Convertible Auto	-	2	40430	21832	8-A	30	142	8.2	56.5	131	1995	181/4000	-	280/1750	-	1765	1600
D	420d Luxury Convertible	-	2	39880	21535	6-M	31	146	8.2	54.3	137	1995	181/4000	-	280/1750	-	1755	1600
D	420d Luxury Convertible Auto	-	2	41430	22372	8-A	31	142	8.2	56.5	131	1995	181/4000	-	280/1750	-	1765	1600
D	420d M Sport Convertible	-	2	40380	21805	6-M	31	146	8.2	54.3	137	1995	181/4000	-	280/1750	-	1755	1600
D	420d M Sport Convertible Auto	-	2	41930	22642	8-A	31	142	8.2	56.5	131	1995	181/4000	-	280/1750	-	1765	1600
D	425d SE Convertible	-	2	39240	21190	6-M	34	150	7.3	54.3	138	1995	215/4400	-	332/1500	-	1715	1800
D	425d SE Convertible Auto	-	2	40790	22027	8-A	34	150	7.1	56.5	132	1995	215/4400	-	332/1500	-	1730	1800
D	425d Sport Convertible	-	2	40755	22008	6-M	34	150	7.3	52.3	143	1995	215/4400	-	332/1500	-	1715	1800
D	425d Sport Convertible Auto	-	2	42305	22845	8-A	34	150	7.1	54.3	137	1995	215/4400	-	332/1500	-	1730	1800
D	425d Luxury Convertible	-	2	41740	22540	6-M	34	150	7.3	52.3	143	1995	215/4400	-	332/1500	-	1715	1800
D	425d Luxury Convertible Auto	-	2	43290	23377	8-A	34	150	7.1	54.3	137	1995	215/4400	-	332/1500	-	1730	1800
D	425d M Sport Convertible	-	2	42255	22818	6-M	35	150	7.3	52.3	143	1995	215/4400	-	332/1500	-	1715	1800
D	425d M Sport Convertible Auto	-	2	43805	23655	8-A	35	150	7.1	54.3	137	1995	215/4400	-	332/1500	-	1730	1800
D	430d Luxury Convertible Auto	-	2	45200	24408	8-A	40	155	5.9	51.4	144	2993	255/4000	-	413/1500	-	1845	1800
D	430d M Sport Convertible Auto	-	2	45700	24678	8-A	41	155	5.9	51.4	144	2993	255/4000	-	413/1500	-	1845	1800
D	435d xDrive Luxury Convertible Auto	-	2	49100	26514	8-A	42	155	5.2	47.9	155	2993	308/4000	-	465/1500	-	1925	1800
D	435d xDrive M Sport Convertible Auto	-	2	49600	26784	8-A	42	155	5.2	47.9	155	2993	308/4000	-	465/1500	-	1925	1800
D	418d SE Gran Coupé	-	5	31695	15848	6-M	23	132	9.2	61.4	122	1995	141/4000	-	236/1750	-	1565	1600
D	418d SE Gran Coupé Auto	-	5	33245	16623	8-A	23	132	9.1	61.4	122	1995	141/4000	-	236/1750	-	1585	1600
D	418d Sport Gran Coupé	-	5	33195	16598	6-M	24	132	9.2	58.9	127	1995	141/4000	-	236/1750	-	1565	1600
D	418d Sport Gran Coupé Auto	-	5	34745	17373	8-A	24	132	9.1	58.9	127	1995	141/4000	-	236/1750	-	1585	1600
D	418d Luxury Gran Coupé	-	5	34195	17098	6-M	24	132	9.2	58.9	127	1995	141/4000	-	236/1750	-	1565	1600
D	418d Luxury Gran Coupé Auto	-	5	35745	17873	8-A	24	132	9.1	58.9	127	1995	141/4000	-	236/1750	-	1585	1600
D	418d M Sport Gran Coupé	-	5	34695	17348	6-M	24	132	9.2	58.9	127	1995	141/4000	-	236/1750	-	1565	1600
D	418d M Sport Gran Coupé Auto	-	5	36245	18123	8-A	24	132	9.1	58.9	127	1995	141/4000	-	236/1750	-	1585	1600
D	420d SE Gran Coupé	-	5	32495	16248	6-M	29	tba	7.5	67.3	111	1995	tba	-	tba	-	tba	tba
D	420d SE Gran Coupé Auto	-	5	34045	17023	8-A	29	tba	7.3	70.6	106	1995	tba	-	tba	-	tba	tba
D	420d Sport Gran Coupé	-	5	33995	16998	6-M	29	tba	7.5	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d Sport Gran Coupé Auto	-	5	35545	17773	8-A	29	tba	7.3	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d Luxury Gran Coupé	-	5	34995	17498	6-M	30	tba	7.5	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d Luxury Gran Coupé Auto	-	5	36545	18273	8-A	30	tba	7.3	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d M Sport Gran Coupé	-	5	35495	17748	6-M	30	tba	7.5	62.8	119	1995	tba	-	tba	-	tba	tba
D	420d M Sport Gran Coupé Auto	-	5	37045	18523	8-A	30	tba	7.3	65.7	114	1995	tba	-	tba	-	tba	tba
D	420d xDrive Sport Gran Coupé	-	5	35495	17748	6-M	30	tba	7.6	61.4	121	1995	tba	-	tba	-	tba	tba
D	420d xDrive Sport Gran Coupé Auto	-	5	37045	18523	8-A	30	tba	7.4	62.8	118	1995	tba	-	tba	-	tba	tba
D	420d xDrive Luxury Gran Coupé	-	5	36495	18248	6-M	30	tba	7.6	57.6	129	1995	tba	-	tba	-	tba	tba
D	420d xDrive Luxury Gran Coupé Auto	-	5	38045	19023	8-A	30	tba	7.4	58.9	126	1995	tba	-	tba	-	tba	tba
D	420d xDrive M Sport Gran Coupé	-	5	36995	18498	6-M	30	tba	7.6	57.6	129	1995	tba	-	tba	-	tba	tba
D	420d xDrive M Sport Gran Coupé Auto	-	5	38545	19273	8-A	30	tba	7.4	58.9	126	1995	tba	-	tba	-	tba	tba
D	430d Luxury Gran Coupé	-	5	40445	20223	8-A	39	155	5.6	53.3	139	2993	255/4000	-	413/2000	-	1680	1800
D	430d M Sport Gran Coupé Auto	-	5	40945	20473	8-A	40	155	5.6	53.3	139	2993	255/4000	-	413/2000	-	1680	1800
D	430d xDrive Luxury Gran Coupé Auto	-	5	41960	20980	8-A	39	155	5.3	51.4	145	2993	255/4000	-	413/2000	-	1750	1800
D	430d xDrive M Sport Gran Coupé Auto	-	5	42460	21230	8-A	39	155	5.3	51.4	145	2993	255/4000	-	413/2000	-	1750	1800
D	435d xDrive Luxury Gran Coupé Auto	-	5	45245	22623	8-A	41	155	4.8	49.6	150	2993	308/4000	-	465/1500	-	1760	1800
D	435d xDrive M Sport Gran Coupé Auto	-	5	45745	22873	8-A	41	155	4.8	49.6	150	2993	308/4000	-	465/1500	-	1760	1800

5 Series

Rating ★★★★½

Subtle refinements to 5 Series mean lower running costs. It's beautifully built and suitably luxurious.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined mpg (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	518d SE	-	4	30865	15433	6-M	30	135	9.5	65.7	114	1995	148/4000	-	266/1750	-	1690	1800
D	518d SE Auto	-	4	32415	16208	8-A	30	134	9.4	67.3	110	1995	148/4000	-	266/1750	-	1700	2000
D	518d Luxury	-	4	33665	16833	6-M	31	135	9.5	62.8	119	1995	148/4000	-	266/1750	-	1690	1800
D	518d Luxury Auto	-	4	35215	17608	8-A	31	134	9.4	64.2	115	1995	148/4000	-	266/1750	-	1700	2000
D	518d M Sport	-	4	33665	16833	6-M	31	135	9.5	60.1	124	1995	148/4000	-	266/1750	-	1690	1800
D	518d M Sport Auto	-	4	35215	17608	8-A	31	134	9.4	61.4	120	1995	148/4000	-	266/1750	-	1700	2000

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)

5 Series (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	520d SE	-	4	32365	15535	6-M	34	147	7.9	65.7	114	1995	188/4000	-	295/1750	-	1695	1800
D	520d SE Auto	-	4	33915	16279	8-A	34	145	7.7	68.9	109	1995	188/4000	-	295/1750	-	1705	2000
D	520d Luxury	-	4	35165	16879	6-M	36	147	7.9	62.8	119	1995	188/4000	-	295/1750	-	1695	1800
D	520d Luxury Auto	-	4	36715	17623	8-A	36	145	7.7	65.7	114	1995	188/4000	-	295/1750	-	1705	2000
D	520d M Sport	-	4	35165	16879	6-M	36	147	7.9	60.1	124	1995	188/4000	-	295/1750	-	1695	1800
D	520d M Sport Auto	-	4	36715	17623	8-A	36	145	7.7	62.8	119	1995	188/4000	-	295/1750	-	1705	2000
D	525d SE	-	4	36980	15532	6-M	39	154	7.0	57.6	129	1995	215/4400	-	332/1500	-	1725	2000
D	525d SE Auto	-	4	38530	16183	8-A	39	150	6.9	60.1	123	1995	215/4400	-	332/1500	-	1730	2000
D	525d Luxury	-	4	39910	16762	6-M	40	154	7.0	55.4	134	1995	215/4400	-	332/1500	-	1725	2000
D	525d Luxury Auto	-	4	41460	17413	8-A	40	150	6.9	57.6	128	1995	215/4400	-	332/1500	-	1730	2000
D	525d M Sport	-	4	39910	16762	6-M	40	154	7.0	53.3	139	1995	215/4400	-	332/1500	-	1725	2000
D	525d M Sport Auto	-	4	41460	17413	8-A	40	150	6.9	56.5	133	1995	215/4400	-	332/1500	-	1730	2000
D	530d SE Auto	-	4	41455	17411	8-A	43	155	5.8	55.4	134	2993	255/4000	-	398/1500	-	1785	2000
D	530d Luxury Auto	-	4	44255	18587	8-A	43	155	5.8	53.3	139	2993	255/4000	-	398/1500	-	1785	2000
D	530d M Sport Auto	-	4	44270	18593	8-A	43	155	5.8	51.4	144	2993	255/4000	-	398/1500	-	1785	2000
D	535d Luxury Auto	-	4	48920	18590	8-A	45	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1810	2000
D	535d M Sport Auto	-	4	48920	18590	8-A	45	155	5.3	50.4	148	2993	308/4400	-	465/1500	-	1810	2000
PE	ActiveHybrid 5 SE Auto	-	4	47790	19116	8-A	44	155	5.9	44.1	149	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 Luxury Auto	-	4	48825	19530	8-A	44	155	5.9	41.5	159	2979	302/5800	54	295/1200	155	1925	0
PE	ActiveHybrid 5 M Sport Auto	-	4	50625	20250	8-A	44	155	5.9	40.4	163	2979	302/5800	54	295/1200	155	1925	0
D	518d SE Touring	-	5	33065	16533	6-M	30	130	9.9	60.1	122	1995	148/4000	-	266/1750	-	1795	2000
D	518d SE Touring Auto	-	5	34615	17308	8-A	30	130	9.8	62.8	118	1995	148/4000	-	266/1750	-	1805	2000
D	518d Luxury Touring	-	5	35865	17933	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d Luxury Touring Auto	-	5	37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	518d M Sport Touring	-	5	35865	17933	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
D	518d M Sport Touring Auto	-	5	37415	18708	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
D	520d SE Touring	-	5	34565	16591	6-M	34	142	8.1	61.4	122	1995	188/4000	-	295/1750	-	1800	1800
D	520d SE Touring Auto	-	5	36115	17335	8-A	34	140	8.0	62.8	118	1995	188/4000	-	295/1750	-	1810	2000
D	520d Luxury Touring	-	5	37365	17935	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D	520d Luxury Touring Auto	-	5	38915	18679	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D	520d M Sport Touring	-	5	37365	17935	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
D	520d M Sport Touring Auto	-	5	38915	18679	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
D	525d SE Touring	-	5	39310	16510	6-M	39	149	7.2	54.3	136	1995	215/4400	-	332/1500	-	1825	2000
D	525d SE Touring Auto	-	5	40860	17161	8-A	39	147	7.1	57.6	129	1995	215/4400	-	332/1500	-	1835	2000
D	525d Luxury Touring	-	5	42125	17693	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D	525d Luxury Touring Auto	-	5	43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D	525d M Sport Touring	-	5	42125	17693	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
D	525d M Sport Touring Auto	-	5	43675	18344	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
D	530d SE Touring Auto	-	5	43655	18335	8-A	43	155	5.9	53.3	139	2993	255/4000	-	398/1500	-	1895	2000
D	530d Luxury Touring Auto	-	5	46470	19517	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D	530d M Sport Touring Auto	-	5	46470	19517	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
D	535d Luxury Touring Auto	-	5	51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D	535d M Sport Touring Auto	-	5	51120	19426	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
D	520d SE GT Auto	-	5	38045	15979	8-A	33	133	8.9	50.4	148	1995	181/4000	-	280/1750	-	1990	2100
D	520d Luxury GT Auto	-	5	40845	17155	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D	520d M Sport GT Auto	-	5	40845	17155	8-A	34	133	8.9	51.4	144	1995	181/4000	-	280/1750	-	1990	2100
D	530d SE GT Auto	-	5	46965	19725	8-A	43	152	6.2	47.1	157	2993	255/4000	-	413/1500	-	2015	2100
D	530d Luxury GT Auto	-	5	48965	20565	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D	530d M Sport GT Auto	-	5	49765	20901	8-A	44	152	6.2	48.7	153	2993	255/4000	-	413/1500	-	2015	2100
D	535d Luxury GT Auto	-	5	51885	20754	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100
D	535d M Sport GT Auto	-	5	52685	21074	8-A	46	155	5.7	47.9	154	2993	308/4400	-	465/1500	-	2045	2100

6 Series

Rating ★★★★½

Exquisitely appointed and impressively refined, it makes a great case for all grand tourers to be diesel powered.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	640d SE Coupé Auto	-	2	62295	23672	8-A	50	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1815	0
D	640d M Sport Coupé Auto	-	2	65895	25040	8-A	50	155	5.3	51.4	147	2993	308/4400	-	465/1500	-	1815	0
D	640d SE Convertible Auto	-	2	68195	25914	8-A	50	155	5.5	50.4	149	2993	308/4400	-	465/1500	-	1935	0
D	640d M Sport Convertible Auto	339	2	71530	27181	8-A	50	155	5.5	48.7	153	2993	308/4400	-	465/1500	-	1935	0
D	640d SE Gran Coupé Auto	-	2	62295	24918	8-A	50	155	5.4	51.4	147	2993	308/4400	-	465/1500	-	1885	0
D	640d M Sport Gran Coupé Auto	-	2	65930	26372	8-A	50	155	5.4	49.6	152	2993	308/4400	-	465/1500	-	1885	0

7 Series

Rating ★★★★

Now with 50mpg potential, latest 7 breaks new ground as a techno showcase.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	730d SE (Euro 5)	-	4	58275	25641	8-A	45	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d SE (Euro 6)	-	4	59270	26079	8-A	45	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d SE Exclusive (Euro 5)	-	4	61970	27267	8-A	48	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d SE Exclusive (Euro 6)	-	4	62965	27705	8-A	48	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d M Sport (Euro 5)	-	4	63550	27962	8-A	46	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d M Sport (Euro 6)	-	4	64545	28400	8-A	46	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d M Sport Exclusive (Euro 5)	-	4	66845	29412	8-A	48	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730d M Sport Exclusive (Euro 6)	-	4	67840	29850	8-A	48	155	6.1	50.4	148	2993	255/4000	-	413/1500	-	1915	2100
D	730Ld SE (Euro 5)	-	4	61375	27005	8-A	46	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld SE (Euro 6)	-	4	62370	27443	8-A	46	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld SE Exclusive (Euro 5)	-	4	65070	28631	8-A	48	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld SE Exclusive (Euro 6)	-	4	66065	29069	8-A	48	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld M Sport (Euro 5)	-	4	66650	29326	8-A	46	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld M Sport (Euro 6)	-	4	67645	29764	8-A	46	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld M Sport Exclusive (Euro 5)	-	4	69945	30776	8-A	48	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	730Ld M Sport Exclusive (Euro 6)	-	4	70940	31214	8-A	48	155	6.2	50.4	148	2993	255/4000	-	413/1500	-	1950	2100
D	740d SE	-	4	65465	27495	8-A	47	155	5.5	49.6	149	2993	308/4300	-	465/1500	-	1940	2100
D	740d SE Exclusive	-	4	69160	29047	8-A	50	155	5.5	49.6	149	2993	308/4300	-	465/1500	-	1940	2100
D	740d M Sport	-	4	70740	29711	8-A	48	155	5.5	49.6	149	2993	308/4300	-	465/1500	-	1940	2100
D	740d M Sport Exclusive	-	4	74035	31095	8-A	50	155	5.5	49.6	149	2993	308/4300	-	465/1500	-	1940	2100
PE	ActiveHybrid 7 SE	-	4	66200	27804	8-A	47	155	5.7	41.5	158	2979	315/5800	54	332/1300	155	2045	0
PE	ActiveHybrid 7 M Sport	-	4	71475	30020	8-A	48	155	5.7	41.5	158	2979	315/5800	54	332/1300	155	2045	0
PE	ActiveHybrid 7 L SE	-	4	69300	29106	8-A	48	155	5.7	41.5	158	2979	315/5800	54	332/1300	155	2070	0
PE	ActiveHybrid 7 L M Sport	-	4	74575	31322	8-A	48	155	5.7	41.5	158	2979	315/5800	54	332/1300	155	2070	0

X1

Rating ★★★½

Good to drive and less imposing than most crossovers. It's also now plusher inside than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	sDrive16d SE	-	5	24230	13084	6-M	18	118	11.5	57.6	128	1995	114/4000	-	192/1750	-	1555	1800
D	sDrive18d SE	-	5	25330	12665	6-M	22	126	9.6	57.6	128	1995	141/4000	-	236/1750	-	1555	1800
D	sDrive18d SE Auto	-	5	26830	13415	8-A	22	126	9.9	56.5	132	1995	141/4000	-	236/1750	-	1570	1800
D	sDrive18d Sport	-	5	26330	13165	6-M	22	126	9.6	57.6	128	1995	141/4000	-	236/1750	-	1555	1800
D	sDrive18d Sport Auto	-	5	27830	13915	8-A	22	126	9.9	56.5	132	1995	141/4000	-	236/1750	-	1570	1800
D	sDrive18d M Sport	-	5	28330	14165	6-M	22	126	9.6	57.6	128	1995	141/4000	-	236/1750	-	1555	1800
D	sDrive18d M Sport Auto	-	5	29830	14915	8-A	22	126	9.9	56.5	132	1995	141/4000	-	236/1750	-	1570	1800
D	sDrive20d EfficientDynamics	-	5	26760	13380	6-M	24	127	8.3	62.8	119	1995	161/4000	-	280/1750	-	1565	1700
D	sDrive20d EfficientDynamics Business	-	5	28160	14080	6-M	24	127	8.3	62.8	119	1995	161/4000	-	280/1750	-	1565	1700
D	sDrive20d SE	-	5	26760	13380	6-M	24	127	7.8	57.6	129	1995	181/4000	-	280/1750	-	1565	1800
D	sDrive20d SE Auto	-	5	28360	14180	8-A	24	127	7.9	56.5	132	1995	181/4000	-	280/1750	-	1575	1800
D	sDrive20d Sport	-	5	27760	13880	6-M	25	127	7.8	57.6	129	1995	181/4000	-	280/1750	-	1565	1800
D	sDrive20d Sport Auto	-	5	29360	14680	8-A	25	127	7.9	56.5	132	1995	181/4000	-	280/1750	-	1575	1800
D	sDrive20d M Sport	-	5	29760	14880	6-M	25	127	7.8	57.6	129	1995	181/4000	-	280/1750	-	1565	1800
D	sDrive20d M Sport Auto	-	5	31360	15680	8-A	25	127	7.9	56.5	132	1995	181/4000	-	280/1750	-	1575	1800
D	xDrive18d SE	-	5	26830	12878	6-M	22	121	9.9	51.4	144	1995	141/4000	-	236/1750	-	1640	1800
D	xDrive18d SE Auto	-	5	28330	13598	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
D	xDrive18d Sport	-	5	27830	13358	6-M	22	121	9.9	51.4	144	1995	141/4000	-	236/1750	-	1640	1800
D	xDrive18d Sport Auto	-	5	29330	14078	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
D	xDrive18d xLine	-	5	28830	13838	6-M	22	121	9.9	51.4	144	1995	141/4000	-	236/1750	-	1640	1800
D	xDrive18d xLine Auto	-	5	30330	14558	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
D	xDrive18d M Sport	-	5	29830	14318	6-M	22	121	9.9	51.4	144	1995	141/4000	-	236/1750	-	1640	1800
D	xDrive18d M Sport Auto	-	5	31330	15038	8-A	22	121	10.1	52.3	143	1995	141/4000	-	236/1750	-	1650	1800
D	xDrive20d SE	-	5	28260	13565	6-M	24	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
D	xDrive20d SE Auto	-	5	29860	14333	8-A	24	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
D	xDrive20d Sport	-	5	29260	14045	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
D	xDrive20d Sport Auto	-	5	30860	14813	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
D	xDrive20d xLine	-	5	30260	14525	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
D	xDrive20d xLine Auto	327	5	31860	15293	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000
D	xDrive20d M Sport	-	5	31260	15005	6-M	25	127	8.1	51.4	145	1995	181/4000	-	280/1750	-	1650	2000
D	xDrive20d M Sport Auto	-	5	32860	15773	8-A	25	127	8.1	52.3	143	1995	181/4000	-	280/1750	-	1660	2000

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive25d xLine	-	5	32540	14968	6-M	26	127	6.8	47.9	154	1995	215/4400	-	332/1500	-	1660	2000
D	xDrive25d xLine Auto	-	5	34140	15704	8-A	26	127	6.8	51.4	145	1995	215/4400	-	332/1500	-	1670	2000
D	xDrive25d M Sport	-	5	33540	15428	6-M	27	127	6.8	47.9	154	1995	215/4400	-	332/1500	-	1660	2000
D	xDrive25d M Sport Auto	-	5	35140	16164	8-A	27	127	6.8	51.4	145	1995	215/4400	-	332/1500	-	1670	2000

X3

Rating ★★★★

X3 fans will approve, with better kit, improved driving experience and kinder mpg figures.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive20d SE	-	5	33295	17979	6-M	30	130	8.1	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d SE Auto	-	5	34820	18803	8-A	30	130	8.1	54.3	136	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d xLine	-	5	34795	18789	6-M	30	130	8.1	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d xLine Auto	-	5	36320	19613	8-A	30	130	8.1	54.3	136	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d M Sport	-	5	36295	19599	6-M	31	130	8.1	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d M Sport Auto	337	5	37955	20496	8-A	31	130	8.1	54.3	136	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive30d SE Auto	-	5	40095	21651	8-A	39	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d xLine Auto	-	5	41595	22461	8-A	40	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d M Sport Auto	-	5	43095	23271	8-A	40	144	5.9	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive35d M Sport Auto	-	5	45695	24675	8-A	43	152	5.3	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X4

Rating ★★★★

It's an X3 in a tracksuit and trainers. Bolder, sexier styling puts the sport in sports utility vehicle.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive20d SE	-	5	36895	19185	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d SE Auto	-	5	38555	20049	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d xLine	-	5	38395	19965	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d xLine Auto	-	5	40055	20829	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive20d M Sport	-	5	39895	20745	6-M	31	132	8.0	52.3	142	1995	188/4000	-	295/1750	-	1805	2000
D	xDrive20d M Sport Auto	-	5	41555	21609	8-A	31	132	8.0	54.3	138	1995	188/4000	-	295/1750	-	1820	2400
D	xDrive30d xLine Auto	-	5	45195	20790	8-A	40	146	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive30d M Sport Auto	-	5	46695	21480	8-A	40	146	5.8	47.9	156	2993	255/4000	-	413/1500	-	1895	2400
D	xDrive35d M Sport Auto	-	5	49295	23662	8-A	43	153	5.2	47.1	157	2993	308/4400	-	465/1500	-	1935	2400

X5

Rating ★★★★½

A more efficient way to carry five plus two kids than ever before, with two-wheel offered for the first time.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	sDrive25d SE Auto	-	5	43745	23622	8-A	41	137	8.2	50.4	149	1995	215/4400	-	332/1500	-	2070	2700
D	sDrive25d M Sport Auto	-	5	47680	25747	8-A	42	137	8.2	49.6	151	1995	215/4400	-	332/1500	-	2070	2700
D	xDrive25d SE Auto	-	5	46050	23946	8-A	42	137	8.2	48.7	154	1995	215/4400	-	332/1500	-	2115	2700
D	xDrive25d M Sport Auto	-	5	50750	26390	8-A	42	137	8.2	47.9	156	1995	215/4400	-	332/1500	-	2115	2700
D	xDrive30d SE Auto	-	5	48850	25402	8-A	44	142	6.8	47.9	156	2993	255/4000	-	413/1500	-	2145	3500
D	xDrive30d M Sport Auto	-	5	53550	27846	8-A	45	142	6.8	47.1	158	2993	255/4000	-	413/1500	-	2145	3500
D	xDrive40d SE Auto	-	5	51510	26785	8-A	46	147	5.9	47.1	157	2993	308/4400	-	465/1500	-	2185	3500
D	xDrive40d M Sport Auto	-	5	56210	29229	8-A	47	147	5.9	47.1	159	2993	308/4400	-	465/1500	-	2185	3500
D	M50d Auto	-	5	64525	33553	8-A	49	155	5.3	42.8	173	2993	375/4000	-	546/2000	-	2265	3500

New X6

Rating ★★★★

Comprehensively upgraded with more frugal engines, but sticks with the 4x4 coupé fusion idea.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	xDrive30d SE Auto	-	5	51400	23644	8-A	45	143	6.7	47.1	157	2993	255/4000	-	413/1500	-	2140	3500
D	xDrive30d M Sport Auto	338	5	56100	26928	8-A	45	143	6.7	47.1	159	2993	255/4000	-	413/1500	-	2140	3500
D	xDrive40d SE Auto	-	5	54060	25949	8-A	46	149	5.8	45.6	163	2993	309/4400	-	465/1500	-	2180	3500
D	xDrive40d M Sport Auto	-	5	58760	28205	8-A	47	149	5.8	44.8	165	2993	309/4400	-	465/1500	-	2180	3500
D	M50d Auto	-	5	67175	25527	8-A	50	155	5.2	42.8	174	2993	375/4000	-	546/2000	-	2260	3500

i3

Rating ★★★★

Kickstarts BMW's new i brand in an affordable package, for a BMW. It's desirable, well designed and efficient too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		317	5	25980	8314	1-A	21	93	7.2	(118)	0	-	-	168	-	184	1270	0
PE	with Range Extender	-	5	29130	9322	1-A	21	93	7.9	470.8	13	647	36/4800	168	40/4500	184	1390	0

i8

Rating ★★★★

Ground breaking hybrid supercar is great to drive, reasonably priced and makes sense for business users.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE		327	2	99540	54747	6-A	50	155	4.4	134.5	49	1499	228/5800	129	236/3700	184	1485	0

CITROËN

UK dealers: 193 **Warranty:** 3 years/60,000miles
Servicing: 12,500miles (2.0 HDi 20,000miles) All C4 Cactus and Picasso models 16,000miles (Puretech and BlueHDi engines variable schedule)

C-Zero

Rating ★★★

Keen about town, Citroën's four-seater is a winning choice for city transportation, but is pretty pricey.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		-	5	21216	5940	1-A	28	80	15.9	(93)	0	-	-	66	-	133	1120	0

C1

Rating ★★★★

Baby Citroën is all grown up, with funky looks, option of an open roof, and frugal engines. It's great to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Touch VTi 68	-	3	8345	3505	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Feel VTi 68	-	3	9595	4030	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Feel VTi 68	-	5	9995	4198	5-M	6	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Feel PureTech 82	-	3	9945	4177	5-M	10	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Feel PureTech 82	-	5	10345	4345	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Flair VTi 68	-	3	10535	4425	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68	-	5	10935	4593	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Flair VTi 68 ETG	-	5	11185	4698	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P	Flair PureTech 82	-	3	10635	4467	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Flair PureTech 82	-	5	11035	4635	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Flair Edition PureTech 82	-	3	12015	5046	5-M	12	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Flair Edition PureTech 82	-	5	12415	5214	5-M	12	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Feel VTi 68	-	3	10595	4450	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Feel VTi 68	-	5	10995	4618	5-M	7	99	14.3	68.9	95	998	68/6000	-	70/4800	-	855	0
P	Airscape Feel PureTech 82	334	5	11345	4765	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Feel Edition PureTech 82	-	5	11545	4849	5-M	13	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Flair VTi 68	-	3	10535	4425	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTi 68	-	5	10935	4593	5-M	7	99	14.3	74.3	88	998	68/6000	-	70/4800	-	855	0
P	Airscape Flair VTi 68 ETG	-	5	11185	4698	5-A	7	99	14.6	67.3	97	998	68/6000	-	70/4800	-	860	0
P	Airscape Flair PureTech 82	-	3	10635	4467	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0
P	Airscape Flair PureTech 82	-	5	11035	4635	5-M	11	106	11.0	65.7	99	1199	80/5750	-	86/2750	-	865	0

C3

Rating ★★★½

Won't beat Fiesta for driving edge but oozes style and quality, with a large dollop of French charm.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	VT PureTech 68	-	5	11075	3987	5-M	8	101	14.2	65.7	99	999	67/6000	-	70/3000	-	1048	775
D	VT BlueHDi 75	-	5	13425	5102	5-M	tba	tba	tba	tba	90	tba	tba	-	tba	-	tba	tba
P	VTR+ PureTech 82 ETG	-	5	14135	4806	6-A	12	110	14.4	65.7	99	1199	80/5750	-	87/2750	-	1055	1100
D	VTR+ BlueHDi 75	-	5	14785	5618	5-M	tba	tba	tba	tba	90	tba	tba	-	tba	-	tba	tba
D	Selection BlueHDi 75	-	5	15135	5751	5-M	tba	tba	tba	tba	90	tba	tba	-	tba	-	tba	tba
D	Exclusive BlueHDi 100	-	5	16790	5709	5-M	19	117	10.8	83.1	87	1560	98/3750	-	187/1750	-	1280	1150

New Berlingo Multispace

Rating ★★★½

Best-selling van-based MPV in the UK is truly enormous inside, and has the road manners and technology of a car.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Feel BlueHDi 75 (5-seat)	-	5	15440	6485	5-M	12	97	15.1	65.7	113	1560	74/3500	-	170/1750	-	1585	1300
D	Feel BlueHDi 100 (5-seat)	-	5	16040	6737	5-M	14	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D	Feel BlueHDi 100 (7-seat)	-	5	16890	7094	5-M	14	103	13.4	65.7	113	1560	98/3750	-	187/1750	-	1615	1200
D	Feel BlueHDi 100 ETG6 (5-seat)	-	5	16740	7031	6-A	14	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D	Feel Edition BlueHDi 100 (5-seat)	-	5	16840	7073	5-M	15	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D	Feel Edition BlueHDi 100 (5-seat)	-	5	16990	7136	5-M	15	103	12.4	68.9	109	1560	98/3750	-	187/1750	-	1590	1300
D	Feel Edition BlueHDi 100 ETG6 (5-seat)	-	5	17540	7367	6-A	15	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D	XTR BlueHDi 100 (5-seat)	-	5	17740	7451	5-M	15	103	12.4	65.7	113	1560	98/3750	-	187/1750	-	1585	1300
D	XTR BlueHDi 100 (5-seat)	-	5	17890	7514	5-M	15	103	12.4	68.9	109	1560	98/3750	-	187/1750	-	1590	1300
D	XTR BlueHDi 100 ETG6 (5-seat)	-	5	18440	7745	6-A	15	103	14.3	67.3	109	1560	98/3750	-	187/1750	-	1620	1300
D	XTR BlueHDi 120 (5-seat)	-	5	18540	8158	6-M	17	109	11.4	64.2	115	1560	118/3500	-	221/1750	-	1630	1300

C3 Picasso

Rating ★★★★

A gem to look at and spacious and practical too. Engines are strong and won't punish at the pumps.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	VTR+ BlueHDi 100	-	5	16620	6316	5-M	16	tba	tba	tba	101	1560	98/tba	-	tba	-	tba	tba
D	Selection BlueHDi 100	-	5	17170	6525	5-M	16	tba	tba	tba	101	1560	98/tba	-	tba	-	tba	tba
D	Exclusive BlueHDi 100	-	5	17720	6734	5-M	16	tba	tba	tba	101	1560	98/tba	-	tba	-	tba	tba

CAR OF THE YEAR 2015

C4 Cactus

Rating ★★★★

Sets the tone for the future of Citroën cars. It's funky, ultra cool and affordable, and pretty practical, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Feel PureTech 82 ETG	-	5	15390	5848	5-A	7	107	15.0	65.7	98	1199	80/5750	-	87/2750	-	975	725
D	Feel BlueHDi 100	-	5	16690	6342	5-M	18	114	10.7	83.1	90	1560	98/3750	-	187/1750	-	1070	825
D	Feel BlueHDi 100	-	5	16690	6342	5-M	18	114	10.7	91.1	82	1560	98/3750	-	187/1750	-	1070	825
P	Flair PureTech 82 ETG	-	5	16790	6380	5-A	8	107	15.0	65.7	100	1199	80/5750	-	87/2750	-	975	725
D	Flair BlueHDi 100	331	5	18090	6874	5-M	18	114	10.7	80.7	92	1560	98/3750	-	187/1750	-	1070	825

New C4

Rating ★★★½

Updated with engines that are kind to the pocket. Won't set your pulse racing, focussing on comfort instead.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Touch BlueHDi 100	-	5	16745	6028	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550

Power | Issue tested | Doors | List price £ | Trade-in value | Gearbox | Ins. group | Top speed | 0-62mph | Combined MPG (range) | CO2 g/km | Engine cc | Engine power bhp/rpm | Electric motor power bhp | Engine torque lb ft/rpm | Electric motor torque lb ft/rpm | Kerb weight (kg) | Towing weight (kg)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Feel BlueHDi 100	-	5	17345	6244	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550
D	Feel BlueHDi 100	-	5	17545	6316	5-M	20	111	11.5	85.6	86	1560	98/3750	-	187/1750	-	1205	1550
D	Feel BlueHDi 120 Auto	-	5	19345	7351	6-A	24	122	11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450
D	Flair BlueHDi 100	-	5	18345	6604	5-M	20	111	11.5	78.5	95	1560	98/3750	-	187/1750	-	1200	1550
D	Flair BlueHDi 120	-	5	19145	7275	6-M	25	122	10.6	78.5	95	1560	118/3500	-	221/1750	-	1280	1550
D	Flair BlueHDi 120 Auto	-	5	20345	7731	6-A	24	122	11.1	74.3	98	1560	118/3500	-	221/1750	-	1300	1450
D	Flair BlueHDi 150	-	5	20045	7216	6-M	29	128	8.8	74.3	98	1997	148/4000	-	273/2000	-	1360	1750

LONG TERM TEST

C4 Picasso

Rating ★★★★½

Bold styling and a significant uplift in quality mark this C4 Picasso as being the best yet.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	VTR BlueHDi 100	-	5	18725	7490	5-M	15	109	12.7	74.3	99	1560	98/3750	-	187/1750	-	1296	1400
D	VTR+ BlueHDi 100	-	5	20025	8010	5-M	15	109	12.7	74.3	99	1560	98/3750	-	187/1750	-	1296	1400
D	VTR+ BlueHDi 120	-	5	20785	8314	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	VTR+ BlueHDi 120 Auto	-	5	22135	8854	6-A	20	117	11.2	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	Selection BlueHDi 120	-	5	21210	8484	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive BlueHDi 120	-	5	22085	8834	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive BlueHDi 120 Auto	-	5	23435	9374	6-A	20	117	11.2	72.4	101	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive BlueHDi 150	-	5	23050	9681	6-M	24	130	9.7	72.4	102	1997	148/4000	-	273/2000	-	1415	1700
D	Exclusive BlueHDi 150 Auto	-	5	24400	10248	6-A	24	129	10.2	65.7	112	1997	148/4000	-	273/2000	-	1476	1700
D	Exclusive+ BlueHDi 120	-	5	24445	9778	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive+ BlueHDi 120 Auto	-	5	25795	10318	6-A	20	117	11.2	72.4	101	1560	118/3500	-	221/1750	-	1320	1600
D	Exclusive+ BlueHDi 150	-	5	25410	10672	6-M	24	130	9.7	70.6	105	1997	148/4000	-	273/2000	-	1415	1700
D	Exclusive+ BlueHDi 150 Auto	-	5	26760	11239	6-A	24	129	10.2	64.2	115	1997	148/4000	-	273/2000	-	1476	1700
D	Grand VTR BlueHDi 100	-	5	20425	8987	5-M	tba	109	13.1	74.3	99	1560	98/3750	-	187/1750	-	1320	1300
D	Grand VTR+ BlueHDi 100	-	5	21725	9559	5-M	tba	109	13.1	74.3	99	1560	98/3750	-	187/1750	-	1320	1300
D	Grand VTR+ BlueHDi 120	-	5	22485	9893	6-M	tba	117	11.6	70.6	105	1560	118/3500	-	221/1750	-	1347	1500
D	Grand VTR+ BlueHDi 120 Auto	-	5	23835	10487	6-A	tba	117	11.5	72.4	103	1560	118/3500	-	221/1750	-	1359	1500
D	Grand Selection BlueHDi 120	-	5	22910	10080	6-M	tba	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D	Grand Exclusive BlueHDi 120	-	5	23785	10465	6-M	tba	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D	Grand Exclusive BlueHDi 120 Auto	-	5	25135	11059	6-A	tba	117	11.5	68.9	105	1560	118/3500	-	221/1750	-	1359	1500
D	Grand Exclusive BlueHDi 150	-	5	24750	10395	6-M	24	130	9.8	72.4	102	1997	148/4000	-	273/2000	-	1430	1700
D	Grand Exclusive BlueHDi 150 Auto	-	5	26100	10962	6-A	24	128	10.2	65.7	112	1997	148/4000	-	273/2000	-	1476	1600
D	Grand Exclusive+ BlueHDi 120	-	5	26145	11504	6-M	tba	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347	1500
D	Grand Exclusive+ BlueHDi 120 Auto	-	5	27495	12098	6-A	tba	117	11.5	68.9	105	1560	118/3500	-	221/1750	-	1359	1500
D	Grand Exclusive+ BlueHDi 150	-	5	27110	11386	6-M	24	130	9.8	70.6	105	1997	148/4000	-	273/2000	-	1430	1700
D	Grand Exclusive+ BlueHDi 150 Auto	-	5	28460	11953	6-A	24	128	10.2	64.2	115	1997	148/4000	-	273/2000	-	1476	1600

LONG TERM TEST

C5

Rating ★★★☆☆

Good looking large car with exceptional refinement and strong, smooth and frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	VTR+ Techno Pack BlueHDi 150	-	4	24150	7728	6-M	tba	tba	tba	tba	106	1997	148/tba	-	tba	-	tba	tba
D	Exclusive Techno Pack BlueHDi 150	-	4	25750	8240	6-M	tba	tba	tba	tba	106	1997	148/tba	-	tba	-	tba	tba
D	Exclusive Techno Pack BlueHDi 180 Auto	-	4	28165	9013	6-A	tba	tba	tba	tba	114	1997	178/tba	-	tba	-	tba	tba
D	Tourer VTR+ Techno Pack BlueHDi 150	-	5	25260	8588	6-M	tba	tba	tba	tba	110	1997	148/tba	-	tba	-	tba	tba
D	Tourer Exclusive Techno Pack BlueHDi 150	-	5	26860	9132	6-M	tba	tba	tba	tba	110	1997	148/tba	-	tba	-	tba	tba
D	Tourer Exclusive Techno Pack BlueHDi 180 Auto	-	5	29275	9954	6-A	tba	tba	tba	tba	114	1997	178/tba	-	tba	-	tba	tba

DACIA

UK dealers: 151 **Warranty:** 3 years/60,000miles **Servicing:** 12,000miles

Sandero

Rating ★★★½☆

Does cheap spell nasty? In short, no. It's pretty good, but a shame that the 99g/km diesel isn't available in base spec.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Ambiance dCi 90	-	5	8595	3954	5-M	8	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Lauréate dCi 90	310	5	9795	4506	5-M	10	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Midnight dCi 90	-	5	10345	4759	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Lauréate Prime dCi 90	-	5	10295	4736	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1033	1100
D	Stepway Ambiance dCi 90	-	5	9395	4322	5-M	10	104	11.8	70.6	105	1461	89/3750	-	162/1750	-	1083	1100
D	Stepway Lauréate dCi 90	-	5	10995	5058	5-M	11	104	11.8	70.6	105	1461	89/3750	-	162/1750	-	1083	1100

CHART TOPPERS

BEST-SELLING DIESEL HATCHBACKS IN 2014



1	Volkswagen Golf	44,724
2	Ford Focus	32,159
3	Audi A3	24,081
4	BMW 1 Series	22,518
5	Vauxhall Insignia	22,007

Logan

Rating ★★★½☆

Britain's most affordable estate is exceptionally spacious and a decent drive. No frills space has never been so cheap.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	MCV Ambiance dCi 90	-	5	9595	4414	5-M	11	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150
D	MCV Lauréate dCi 90	319	5	10795	4966	5-M	12	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150
D	MCV Lauréate Prime dCi 90	-	5	11295	5196	5-M	11	107	12.1	74.3	99	1461	89/3750	-	162/1750	-	1090	1150

New Duster

Rating ★★★½☆

Save thousands compared to a Qashqai, and get a capable car that's stupendously good value for money.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Ambiance dCi 110 4x2	332	5	11995	6477	6-M	10	106	11.8	56.5	130	1461	106/4000	-	177/1750	-	1205	1200
D	Ambiance dCi 110 4x4	-	5	13995	7277	6-M	10	104	12.5	53.3	135	1461	107/4000	-	177/1750	-	1294	1500
D	Lauréate dCi 110 4x2	-	5	13495	7287	6-M	11	106	11.8	56.5	130	1461	106/4000	-	177/1750	-	1205	1200
D	Lauréate dCi 110 4x4	-	5	15495	8057	6-M	10	104	12.5	53.3	135	1461	107/4000	-	177/1750	-	1294	1500
D	Lauréate Prime dCi 110 4x2	-	5	13995	7557	6-M	12	106	11.8	56.5	130	1461	106/4000	-	177/1750	-	1205	1200
D	Lauréate Prime dCi 110 4x4	-	5	15995	8317	6-M	11	104	12.5	53.3	135	1461	107/4000	-	177/1750	-	1294	1500

DS AUTOMOBILES

UK dealers: 193 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule

DS 3

Rating ★★★★½

Modest changes reaffirm the DS3 as 'the' classy supermini. Entertaining to drive, practical and good value, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	DStyle BlueHDi 100	-	3	16595	7634	5-M	22	tba	tba	tba	87	1560	98/tba	-	tba	-	tba	tba
D	DStyle BlueHDi 120	-	3	17195	7910	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	DStyle Nav BlueHDi 100	-	3	17595	8094	5-M	22	tba	tba	tba	87	1560	98/tba	-	tba	-	tba	tba
D	1955 Limited Edition BlueHDi 100	-	3	19695	9060	5-M	tba	tba	tba	tba	87	1560	98/tba	-	tba	-	tba	tba
D	DSport BlueHDi 120	329	3	19295	8876	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	Ultra Prestige BlueHDi 120	-	3	20995	9658	6-M	24	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1150	1150
D	Cabrio DStyle BlueHDi 100	-	2	18595	8554	6-M	23	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio DStyle Nav BlueHDi 100	-	2	19595	9014	6-M	23	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio 1955 Limited Edition BlueHDi 100	-	2	21895	10072	6-M	tba	tba	tba	tba	92	1560	98/tba	-	tba	-	tba	tba
D	Cabrio DSport BlueHDi 120	-	2	21295	9796	6-M	26	118	9.3	78.5	94	1560	118/3500	-	210/1750	-	1275	1150

LONG TERM TEST

DS 4

Rating ★★★½☆

Think C4 dressed up for a wild night out. Despite the funky outfit, it's also relatively practical.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	DSign BlueHDi 120	-	5	19895	9152	6-M	21	117	11.2	tba	100	1560	118/3500	-	221/1750	-	1465	1550
D	DStyle Nav BlueHDi 120	-	5	22495	10348	6-M	21	117	11.2	72.4	103	1560	118/3500	-	221/1750	-	1465	1550
D	DStyle Nav BlueHDi 120 Auto	-	5	23695	10900	6-A	21	tba	tba	tba	108	1560	118/3500	-	221/1750	-	tba	tba
D	DStyle Nav BlueHDi 150	-	5	23445	9847	6-M	25	128	8.8	57.6	103	1997	148/4000	-	273/2000	-	1540	1550
D	DStyle Nav BlueHDi 180 Auto	-	5	25710	10798	6-A	27	134	8.6	64.2	115	1997	178/3750	-	295/2000	-	1575	1550
D	1955 Limited Edition BlueHDi 120	-	5	24595	11314	6-M	tba	117	11.2	72.4	103	1560	118/3500	-	221/1750	-	1465	1550
D	DSport BlueHDi 150	-	5	24330	10219	6-M	25	128	8.8	57.6	103	1997	148/4000	-	273/2000	-	1540	1550
D	DSport BlueHDi 180 Auto	-	5	26590	11168	6-A	28	134	8.6	64.2	115	1997	178/3750	-	295/2000	-	1575	1550

New DS 5

Rating ★★★½☆

First of a new generation of DS models, sans chevrons. A heavy dose of French glamour and upmarket glitz.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Elegance BlueHDi 120	-	5	25980	11951	6-M	tba	119	12.7	70.6	104	1560	118/3500	-	221/1750	-	1428	1400
D	Elegance BlueHDi 150	-	5	27140	12484	6-M	tba	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1537	1500
D	Elegance BlueHDi 180 Auto	-	5	29620	13625	6-A	tba	137	9.9	64.2	114	1997	178/3750	-	295/2000	-	1540	1500
DE	Elegance Hybrid4x4 200 Auto	-	5	32470	14936	6-A	tba	131	9.3	72.4	103	1997	161/3850	36	221/1750	148	1660	800
D	1955 Limited Edition BlueHDi 150	-	5	29600	13616	6-M	tba	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1537	1500
D	Prestige BlueHDi 150	-	5	29560	13598	6-M	tba	127	10.6	68.9	105	1997	148/4000	-	273/2000	-	1537	1500
D	Prestige BlueHDi 180 Auto	-	5	32040	14738	6-A	tba	137	9.9	64.2	114	1997	178/3750	-	295/2000	-	1540	1500
DE	Prestige Hybrid4x4 200 Auto	-	5	34890	16049	6-A	tba	131	9.3	72.4	103	1997	161/3850	36	221/1750	148	1660	800

FIAT

UK dealers: 160 **Warranty:** 3 years/Unlimited mileage **Servicing:** 21,000miles (500 18,000miles)

500

Rating ★★★½☆

Fashionable, fun and frugal tribute to Fiat's heritage. Cute and appealing, and unlike MINI, prices are sensible.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Pop Star 0.9 TwinAir	-	3	12865	6433	5-M	10	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	Pop Star 0.9 TwinAir Dualogic	-	3	13615	6808	5-A	10	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	Pop Star 0.9 TwinAir	-	3	13345	6139	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	Pop Star 1.3 MultiJet	-	3	13965	5865	5-M	15	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800
P	Lounge 0.9 TwinAir	-	3	13740	6595	5-M	10	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir Dualogic	-	3	14490	6955	5-A	10	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	Lounge 0.9 TwinAir	-	3	14220	6541	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	Lounge 1.3 MultiJet	330	3	14840	6826	5-M	15	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	980	800
P	S 0.9 TwinAir	-	3	13890	6667	5-M	12	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	S 0.9 TwinAir Dualogic	-	3	14640	7027	5-A	12	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	S 0.9 TwinAir	-	3	14370	6610	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	S 1.3 MultiJet	-	3	14990	6895	5-M	14	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	980	800
P	Cult 0.9 TwinAir	-	3	14890	7147	5-M	13	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Cult 0.9 TwinAir Dualogic	-	3	15640	7507	5-A	13	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	Cult 0.9 TwinAir	-	3	15370	7070	6-M	15	117	10.0	67.3	99	875	103/5500	-	107/2000	-	940	800
D	Cult 1.3 MultiJet	-	3	15990	7355	5-M	15	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	980	800
P	Vintage '57 0.9 TwinAir	-	3	13845	6646	5-M	13	107	11.0	70.6	92	875	84/5500	-	107/1900	-	930	800
P	Vintage '57 0.9 TwinAir Dualogic	-	3	14595	7006	5-A	13	107	11.0	72.4	90	875	84/5500	-	107/1900	-	930	800
P	C Pop Star 0.9 TwinAir	-	3	14970	7485	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Pop Star 0.9 TwinAir Dualogic	-	3	15720	7860	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Pop Star 0.9 TwinAir	-	3	16500	7590	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C Pop Star 1.3 MultiJet	-	2	17100	7182	5-M	18	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800
P	C Lounge 0.9 TwinAir	-	3	16390	8195	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir Dualogic	-	3	17140	8570	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Lounge 0.9 TwinAir	-	3	16870	7760	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C Lounge 1.3 MultiJet	-	2	17490	7346	5-M	18	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800
P	C S 0.9 TwinAir	-	3	16540	8270	5-M	15	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C S 0.9 TwinAir Dualogic	-	3	17290	8645	5-A	15	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C S 0.9 TwinAir	-	3	17020	7829	6-M	18	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C S 1.3 MultiJet	-	2	17640	7409	5-M	17	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800
P	C Cult 0.9 TwinAir	-	3	17540	8770	5-M	16	107	11.0	70.6	92	875	84/5500	-	107/1900	-	970	800
P	C Cult 0.9 TwinAir Dualogic	-	3	18290	9145	5-A	16	107	11.0	72.4	90	875	84/5500	-	107/1900	-	970	800
P	C Cult 0.9 TwinAir	-	3	18020	8289	6-M	19	117	10.0	67.3	99	875	103/5500	-	107/2000	-	980	800
D	C Cult 1.3 MultiJet	-	2	18640	7829	5-M	17	112	10.7	78.5	95	1248	94/4000	-	148/1500	-	1020	800

500X

Rating ★★★½☆

Fiat's answer to the booming baby crossover market, sharing its underpinnings with the Jeep Renegade.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop Star 1.6 MultiJet	-	5	19095	tba	6-M	13	115	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Lounge 1.6 MultiJet	-	5	20845	tba	6-M	14	115	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 1.6 MultiJet	-	5	20095	tba	6-M	14	115	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross 2.0 MultiJet AWD Automatic	-	5	24095	tba	9-A	15	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Cross Plus 1.6 MultiJet	-	5	21845	tba	6-M	14	115	10.5	68.9	109	1598	118/3750	-	236/1750	-	1320	1200
D	Cross Plus 2.0 MultiJet AWD Automatic	-	5	25845	tba	9-A	15	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200
D	Opening Edition 2.0 MultiJet AWD Automatic	-	5	25845	tba	9-A	13	118	9.8	51.4	144	1956	138/4000	-	258/1750	-	1495	1200

500L

Rating ★★★☆☆

Love your 500 but accidentally had a family? Fiat stretches the Punto to make this rather roomy option available.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop Star 1.3 MultiJet	-	5	17040	7498	5-M	8	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
D	Pop Star 1.3 MultiJet Dualogic	-	5	17940	7894	5-A	8	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
D	Pop Star 1.6 MultiJet	-	5	18040	7938	6--M	17	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
D	Pop Star 1.6 MultiJet	-	5	18540	8158	6-M	18	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
D	Lounge 1.3 MultiJet	-	5	18440	8114	5-M	9	102	14.9	67.3	110	1248	83/3500	-	148/1500	-	1295	1000
D	Lounge 1.3 MultiJet Dualogic	-	5	19340	8510	5-A	9	102	15.5	70.6	105	1248	83/3500	-	148/1500	-	1300	1000
D	Lounge 1.6 MultiJet	316	5	19440	8554	6-M	18	112	11.3	62.8	117	1598	103/3700	-	236/1750	-	1365	1100
D	Lounge 1.6 MultiJet	-	5	19940	8774	6-M	18	117	10.7	61.4	120	1598	118/3750	-	236/1750	-	1370	1100
D	Trekking 1.3 MultiJet	-	5	19140	8422	5-M	7	99	15.3	65.7	114	1248	83/3500	-	148/1500	-	1315	1000
D	Trekking 1.3 MultiJet Dualogic	-	5	20040	8818	5-A	7	98	16.1	67.3	109	1248	83/3500	-	148/1500	-	1395	1000
D	Trekking 1.6 MultiJet	-	5	20140	8862	6-M	15	109	12.0	60.1	122	1598	103/3700	-	236/1750	-	1440	1100
D	Trekking 1.6 MultiJet	-	5	20640	9082	6-M	15	114	11.0	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
D	Beats Edition 1.6 MultiJet	-	5	21640	9522	6-M	16	109	12.0	60.1	122	1598	103/3700	-	236/1750	-	1440	1100
D	Beats Edition 1.6 MultiJet	-	5	22140	9742	6-M	16	114	11.0	58.9	125	1598	118/3750	-	236/1750	-	1375	1100
D	MPW Pop Star 1.3 MultiJet	-	5	18380	8087	5-M	8	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Pop Star 1.3 MultiJet Dualogic	-	5	19280	8483	5-A	8	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Pop Star 1.6 MultiJet	-	5	19380	8527	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Pop Star 1.6 MultiJet	-	5	19880	8747	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Lounge 1.3 MultiJet	-	5	19880	8747	6-M	9	102	15.1	67.3	110	1248	83/3500	-	148/1500	-	1315	1000
D	MPW Lounge 1.3 MultiJet Dualogic	-	5	20780	9143	5-A	9	102	16.0	70.6	105	1248	83/3500	-	148/1500	-	1320	1000
D	MPW Lounge 1.6 MultiJet	-	5	20880	9187	6-M	17	112	11.8	62.8	117	1598	103/3750	-	236/1750	-	1395	1100
D	MPW Lounge 1.6 MultiJet	-	5	21380	9407	6-M	17	117	11.1	61.4	120	1598	118/3750	-	236/1750	-	1400	1100

Panda

Rating ★★★★☆

Fiat's solution to the urban crush is a practical pipsqueak with pizzazz. It's pretty cheap and nicely kitted out too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Pop 1.3 MultiJet	-	5	11575	5093	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
P	Easy 0.9 TwinAir	-	5	11375	5005	5-M	7	110	11.2	67.3	99	875	85/5500	-	107/1900	-	1050	800
P	Easy 0.9 TwinAir Dualogic	-	5	12125	5335	5-A	7	110	11.5	68.9	95	875	76/5500	-	74/2000	-	1050	800
D	Easy 1.3 MultiJet	-	5	12375	5445	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
P	Lounge 0.9 TwinAir	-	5	11875	5225	5-M	7	110	11.2	67.3	99	875	85/5500	-	107/1900	-	1050	800
P	Lounge 0.9 TwinAir Dualogic	-	5	12625	5555	5-A	7	110	11.5	68.9	95	875	76/5500	-	74/2000	-	1050	800
D	Lounge 1.3 MultiJet	300	5	12875	5665	5-M	7	104	12.8	72.4	103	1248	74/4000	-	140/1500	-	1110	900
D	Trekking 1.3 MultiJet	-	5	14075	6193	5-M	7	100	13.2	68.9	108	1248	74/4000	-	140/1500	-	1110	900
D	4x4 1.3 MultiJet	-	5	15575	6853	5-M	7	99	14.5	60.1	124	1248	74/4000	-	140/1500	-	1190	900
D	Cross 4x4 1.3 MultiJet	-	5	17225	7579	5-M	9	99	14.3	60.1	124	1248	79/4000	-	140/1500	-	1155	900

Qubo

Rating ★★★½☆

Who you looking at, fish face? Behind the trout pout though, it's a frugal warehouse on wheels.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.3 MultiJet	-	5	13690	5202	5-M	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	Active 1.3 MultiJet Dualogic	-	5	14800	5624	5-A	5	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet	-	5	14690	5582	5-M	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet Dualogic	-	5	15800	6004	5-A	6	96	15.2	68.9	107	1248	74/4000	-	140/1500	-	1275	1000
D	MyLife 1.3 MultiJet	-	5	15100	5738	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000
D	Trekking 1.3 MultiJet	-	5	15600	5928	5-M	8	105	12.2	68.9	107	1248	94/4000	-	148/1500	-	1275	1000

New Doblò

Rating COMING SOON

May well be enormous inside, but it isn't exactly gifted in the looks department.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Easy 1.6 MultiJet Dualogic	-	5	16790	6044	5-A	7	98	15.4	56.5	133	1598	tba	-	tba	-	tba	tba
D	Easy 1.6 MultiJet	-	5	15990	6076	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba
D	Easy Air 1.6 MultiJet	-	5	16335	6207	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet Dualogic	-	5	18870	6793	5-A	8	98	15.4	56.5	133	1598	tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet	-	5	18070	6867	6-M	12	102	13.4	51.4	145	1598	tba	-	tba	-	tba	tba

FORD

UK dealers: 530 **Warranty:** 3 years/60,000miles (Tourneo Connect & Ranger 3 years/100,000miles)
Servicing: 12,500miles (Mondeo/S–MAX/Galaxy 2.0 TDCi 18,000miles) Tourneo Connect & Ranger 20,000miles

Fiesta

Rating ★★★★½

Still Britain's hot-cake car, thanks to near-perfect recipe. The benchmark for supermini thrills.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.5 TDCi	-	3	13995	6158	5-M	8	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750
D	Style 1.5 TDCi	-	5	14595	6422	5-M	8	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Style ECOnetic 1.5 TDCi	-	3	15095	6642	5-M	13	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Style ECOnetic 1.5 TDCi	-	5	15695	6906	5-M	13	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Zetec 1.0	-	3	13695	5478	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1045	650
P	Zetec 1.0	-	5	14295	5718	5-M	6	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1055	650
P	Zetec 1.0T EcoBoost	-	3	14195	5962	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Zetec 1.0T EcoBoost	-	5	14795	6214	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
D	Zetec 1.5 TDCi	-	3	14795	6510	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)

Fiesta (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	15395	6774	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Zetec ECOnetic 1.5 TDCi	-	3	15695	6906	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Zetec ECOnetic 1.5 TDCi	-	5	16295	7170	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Zetec S 1.0T EcoBoost	338	3	15945	7335	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
D	Zetec S 1.5 TDCi	-	3	16545	7280	5-M	13	112	10.9	78.5	94	1498	94/3750	-	159/1750	-	tba	tba
P	Titanium 1.0	-	3	14695	5878	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1045	650
P	Titanium 1.0	-	5	15295	6118	5-M	7	103	14.9	65.7	99	999	79/6300	-	77/4100	-	1055	650
P	Titanium 1.0T EcoBoost	-	3	15195	6382	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Titanium 1.0T EcoBoost	-	5	15795	6634	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Titanium 1.0T EcoBoost	-	3	15695	7220	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
P	Titanium 1.0T EcoBoost	-	5	16295	7496	5-M	15	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1101	900
D	Titanium 1.5 TDCi	-	3	15795	6950	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1108	750
D	Titanium 1.5 TDCi	309	5	16395	7214	5-M	9	104	13.5	78.5	94	1498	74/3750	-	140/1750	-	1118	750
D	Titanium ECOnetic 1.5 TDCi	-	3	16695	7346	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium ECOnetic 1.5 TDCi	-	5	17295	7610	5-M	14	111	11.9	88.3	82	1498	94/3750	-	159/1750	-	tba	tba
P	Titanium X 1.0T EcoBoost	-	3	16445	6907	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1091	900
P	Titanium X 1.0T EcoBoost	-	5	17045	7159	5-M	11	112	11.2	65.7	99	999	99/6000	-	125/1400	-	1101	900
P	Titanium X 1.0T EcoBoost	-	3	16945	7795	5-M	16	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1091	900
P	Titanium X 1.0T EcoBoost	-	5	17545	8071	5-M	16	122	9.4	65.7	99	999	123/6000	-	148/1400	-	1101	900
D	Titanium X 1.5 TDCi	-	3	17545	7720	5-M	14	104	13.5	78.5	94	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium X 1.5 TDCi	-	5	18145	7984	5-M	14	104	13.5	78.5	94	1498	94/3750	-	159/1750	-	tba	tba

B-MAX

Rating ★★★★☆

Ford creates a baby MPV that might not be beautiful but makes great practical sense with clever rear doors.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	16425	6570	5-M	tba	98	15.1	74.3	98	1498	74/3750	-	140/1750	-	tba	tba
D	Zetec 1.5 TDCi	-	5	16925	6770	5-M	tba	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium 1.5 TDCi	-	5	18125	7250	5-M	tba	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	tba	tba
D	Titanium X 1.5 TDCi	-	5	19325	7730	5-M	tba	108	13.0	74.3	98	1498	94/3750	-	159/1750	-	tba	tba

EcoSport

Rating ★★½☆☆

Alright to drive, but quality is lacking in some key areas. Will still be snapping at Nissan's Juke heels, though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	15745	6928	5-M	8	99	14.0	61.4	120	1498	89/3750	-	151/1750	-	1384	700
D	Titanium 1.5 TDCi	330	5	17045	7500	5-M	9	99	14.0	61.4	120	1498	89/3750	-	151/1750	-	1384	700

New Focus

Rating ★★★★★

Higher tech, elevated quality, together with more frugal engines marks out this revised Focus line-up.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Style 1.0T EcoBoost	-	5	17945	7537	5-M	11	115	12.5	65.7	99	999	99/6000	-	125/1400	-	tba	tba
D	Style 1.6 TDCi	-	5	18195	7642	6-M	11	112	12.5	67.3	109	1560	94/3800	-	170/1750	-	1332	1200
D	Style 1.5 TDCi	-	5	18295	7684	6-M	11	112	12.0	74.3	98	1499	94/3600	-	184/1500	-	1338	1200
D	Style 1.5 TDCi	-	5	18795	7894	6-M	15	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Style 1.5 TDCi Auto	-	5	22045	9259	6-A	15	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Style ECOnetic 1.5 TDCi	-	5	19145	8041	6-M	14	116	11.9	83.1	88	1499	104/3600	-	199/1750	-	tba	tba
D	Zetec 1.6 TDCi	-	5	19695	8272	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Zetec 1.5 TDCi	-	5	19795	8314	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Zetec 1.5 TDCi Auto	-	5	21045	8839	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Zetec S 1.6 TDCi	-	5	20945	8797	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Zetec S 1.5 TDCi	-	5	21045	8839	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Zetec S 1.5 TDCi Auto	-	5	22295	9364	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 1.6 TDCi	-	5	21195	8902	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1336	1200
D	Titanium 1.5 TDCi	-	5	21295	8944	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium 1.5 TDCi Auto	-	5	22545	9469	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 2.0 TDCi	-	5	22635	9507	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium 2.0 TDCi Auto	-	5	23885	10032	6-A	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
D	Titanium X 1.5 TDCi	334	5	23295	9784	6-M	16	120	10.5	74.3	98	1499	118/3600	-	199/1750	-	1343	1200
D	Titanium X 1.5 TDCi Auto	-	5	24545	10309	6-A	16	119	10.8	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium X 2.0 TDCi	-	5	24635	10347	6-M	22	130	8.8	70.6	105	1997	148/3750	-	273/2000	-	1415	1500
D	Titanium X 2.0 TDCi Auto	-	5	25885	10872	6-A	22	129	8.7	64.2	115	1997	148/3750	-	273/2000	-	1455	1500
D	ST-1 2.0 TDCi	-	5	22495	9448	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
D	ST-2 2.0 TDCi	339	5	23995	10078	6-M	24	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
D	ST-3 2.0 TDCi	-	5	26295	11044	6-M	26	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
E	Electric	-	5	26145	10981	1-A	20	84	11.4	(101)	0	-	-	143	-	184	tba	tba
D	Estate Style 1.6 TDCi	-	5	19295	8104	6-M	11	112	12.5	67.3	109	1560	94/3800	-	170/1750	-	1355	1200
D	Estate Style 1.5 TDCi	-	5	19395	8146	6-M	11	112	12.2	74.3	98	1499	94/3600	-	184/1750	-	1362	1200
D	Estate Style 1.5 TDCi	-	5	19895	8356	6-M	15	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Style 1.5 TDCi Auto	-	5	21145	8881	6-A	15	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Style ECOnetic 1.5 TDCi	-	5	20245	8503	6-M	14	116	12.1	83.1	88	1499	104/3600	-	199/1750	-	tba	tba
D	Estate Zetec 1.6 TDCi	-	5	20795	8734	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200
D	Estate Zetec 1.5 TDCi	-	5	20895	8776	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Zetec 1.5 TDCi Auto	-	5	22145	9301	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Zetec S 1.6 TDCi	-	5	22045	9259	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200
D	Estate Zetec S 1.5 TDCi	-	5	22145	9301	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Zetec S 1.5 TDCi Auto	-	5	23395	9826	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium 1.6 TDCi	-	5	22295	9364	6-M	15	120	10.8	67.3	109	1560	114/3600	-	199/1750	-	1361	1200
D	Estate Titanium 1.5 TDCi	-	5	22395	9406	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Titanium 1.5 TDCi Auto	-	5	23645	9931	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium 2.0 TDCi	-	5	23735	9969	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800
D	Estate Titanium 2.0 TDCi Auto	-	5	24985	10494	6-A	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
D	Estate Titanium X 1.5 TDCi	-	5	24395	10246	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
D	Estate Titanium X 1.5 TDCi Auto	-	5	25645	10771	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium X 2.0 TDCi	-	5	25735	10809	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800
D	Estate Titanium X 2.0 TDCi Auto	-	5	26985	11334	6-A	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
D	Estate ST-1 2.0 TDCi	-	5	23595	9910	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0
D	Estate ST-2 2.0 TDCi	-	5	25095	10540	6-M	24	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0
D	Estate ST-3 2.0 TDCi	-	5	27395	11506	6-M	26	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0

DID YOU KNOW?



Last year, vehicles wearing a Range Rover badge made up almost two-thirds of the total registrations of Land Rover products in the UK. The best seller in 2014 was the Range Rover Evoque, with 18,723 registrations recorded, followed by the Freelander 2 at 12,098 and Range Rover Sport at 10,821. The flagship of the line-up, the Range Rover, saw 6,857 registrations, while the Discovery was bought by 7,701 customers last year.

New C-MAX

Rating ★★★★☆

C-MAX reprofiled with Ford's latest corporate look, as well as extra kit and more economical engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 1.5 TDCi	-	5	19895	8356	6-M	17	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Zetec 1.5 TDCi Auto	-	5	21145	8881	6-A	17	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium 1.5 TDCi	-	5	21395	8986	6-M	17	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Titanium 1.5 TDCi Auto	-	5	22645	9511	6-A	17	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium 2.0 TDCi	-	5	22895	10074	6-M	25	127	9.5	64.2	114	1997	148/3500	-	273/2000	-	1491	1500
D	Titanium 2.0 TDCi Auto	-	5	24145	10624	6-A	25	126	10.3	58.9	124	1997	148/3500	-	273/2000	-	1519	1500
D	Titanium X 1.5 TDCi	-	5	23395	9826	6-M	19	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200
D	Titanium X 1.5 TDCi Auto	-	5	24645	10351	6-A	19	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200
D	Titanium X 2.0 TDCi	-	5	24895	10954	6-M	27	127	9.5	64.2	114	1997	148/3500	-	273/2000	-	1491	1500
D	Titanium X 2.0 TDCi Auto	-	5	26145	11504	6-A	27	126	10.3	58.9	124	1997	148/3500	-	273/2000	-	1519	1500
D	Grand Zetec 1.5 TDCi	-	5	21495	9888	6-M	17	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Zetec 1.5 TDCi Auto	-	5	22745	10463	6-A	17	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium 1.5 TDCi	-	5	22995	10578	6-M	17	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Titanium 1.5 TDCi Auto	-	5	24245	11153	6-A	17	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium 2.0 TDCi	-	5	24495	10778	6-M	24	126	9.8	61.4	119	1997	148/3500	-	273/2000	-	1577	1800
D	Grand Titanium 2.0 TDCi Auto	-	5	25615	11271	6-A	24	124	10.7	56.5	129	1997	148/3500	-	273/2000	-	1605	1800
D	Grand Titanium X 1.5 TDCi	-	5	24995	11498	6-M	19	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200
D	Grand Titanium X 1.5 TDCi Auto	-	5	26245	12073	6-A	19	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200
D	Grand Titanium X 2.0 TDCi	-	5	26495	11658	6-M	26	126	9.8	61.4	119	1997	148/3500	-	273/2000	-	1577	1800
D	Grand Titanium X 2.0 TDCi Auto	-	5	27615	12151	6-A	26	124	10.7	56.5	129	1997	148/3500	-	273/2000	-	1605	1800

LONG TERM TEST

Kuga

Rating ★★★★☆

The enthusiasts choice, with a great driving experience. It's bigger, better and more economical than before, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi 2WD	-	5	22695	12255	6-M	22	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Zetec 2.0 TDCi AWD	-	5	24195	13065	6-M	22	119	9.9	54.3	135	1997	148/3500	-	273/2000	-	1702	2100
D	Zetec 2.0 TDCi AWD Auto	-	5	25680	13867	6-A	22	118	10.9	52.3	140	1997	148/3500	-	273/2000	-	1716	2100
D	Titanium 2.0 TDCi 2WD	-	5	24345	13146	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium 2.0 TDCi AWD	-	5	26345	14226	6-M	25	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium 2.0 TDCi AWD Auto	-	5	27830	15028	6-A	25	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
D	Titanium X 2.0 TDCi 2WD	-	5	27095	14631	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium X 2.0 TDCi AWD	-	5	29095	15711	6-M	26	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium X 2.0 TDCi AWD Auto	-	5	30580	16513	6-A	26	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
D	Titanium X Sport 2.0 TDCi 2WD	-	5	30045	16224	6-M	24	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
D	Titanium X Sport 2.0 TDCi AWD	338	5	32045	17304	6-M	27	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
D	Titanium X Sport 2.0 TDCi AWD Auto	-	5	33530	18106	6-A	27	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100

LONG TERM TEST

New Mondeo

Rating ★★★★½

It's been a long time coming, with sharp Aston Martin-esque styling and super frugal engines. Great to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	Titanium 2.0 TiVCT Hybrid	337	4	25295	10118	CVT	27	116	9.2	67.3	99	1999	184/6000	118	128/4000	173	1579	0
PE	Vignale 2.0 TiVCT Hybrid	-	4	29795	11918	CVT	29	116	9.2	67.3	99	1999	184/6000	118	128/4000	173	1579	0
D	Vignale 2.0 TDCi	-	4	29045	11618	6-M	29	140	8.3	62.8	117	1997	177/3500	-	295/2000	-	1579	1800
D	Vignale 2.0 TDCi Auto	-	4	30545	12218	6-A	29	139	8.6	57.7	128	1997	177/3500	-	295/2000	-	1587	2000
D	Vignale 2.0 TDCi AWD Auto	-	4	32045	12818	6-A	29	140	9.3	53.3	138	1997	177/3500	-	295/2000	-	1664	2000
D	Vignale 2.0 TDCi Auto	-	4	31295	12518	6-A	32	145	7.9	56.5	130	1997	207/3750	-	332/2000	-	1599	2000
D	Style 1.5 TDCi ECOnetic	-	5	21095	8438	6-M	16	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Style 2.0 TDCi ECOnetic	-	5	21845	8738	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Zetec 1.5 TDCi ECOnetic	-	5	22095	8838	6-M	17	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Zetec 2.0 TDCi ECOnetic	-	5	22845	9138	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Zetec 2.0 TDCi	-	5	22595	9038	6-M	23	134	9.3	67.3	109	1997	148/3500	-	258/2000	-	1578	1800
D	Zetec 2.0 TDCi AWD	-	5	24095	9638	6-M	23	134	10.3	58.9	124	1997	148/3500	-	258/2000	-	1656	1800
D	Zetec 2.0 TDCi Auto	-	5	24095	9638	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
D	Titanium 1.5 TDCi ECOnetic	-	5	23295	9318	6-M	17	119	11.7	78.5	94	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 2.0 TDCi ECOnetic	-	5	24045	9618	6-M	23	134	9.4	68.9	107	1997	148/3500	-	258/2000	-	1578	1600
D	Titanium 2.0 TDCi	335	5	23795	9518	6-M	23	134	9.3	tba	109	1997	148/3500	-	258/2000	-	1578	1800
D	Titanium 2.0 TDCi AWD	-	5	25295	10118	6-M	23	134	10.3	58.9	124	1997	148/3500	-	258/2000	-	1656	1800
D	Titanium 2.0 TDCi Auto	-	5	25295	10118	6-A	23	132	9.9	58.9	125	1997	148/3500	-	258/2000	-	1581	2000
D	Titanium 2.0 TDCi	-	5	24545	9818	6-M	27	140	8.3	64.2	115	1997	177/3500	-	295/2000	-	1584	1800
D	Titanium 2.0 TDCi Auto	-	5	26045	10418	6-A	27	139	8.6	58.9	125	1997	177/3500	-	295/2000	-	1589	2000
D	Titanium 2.0 TDCi AWD Auto	-	5	27545	11018	6-A	27	140	9.3	54.3	134	1997	177/3500	-	295/2000	-	1665	2000
D	Titanium 2.0 TDCi Auto	-	5	26795	10718	6-A	30	145	7.9	58.9	124	1997	207/3750	-	332/2000	-	1600	2000
D	Estate Style 1.5 TDCi ECOnetic	-	5	22345	8938	6-M	16	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Style 2.0 TDCi ECOnetic	-	5	23095	9238	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Zetec 1.5 TDCi ECOnetic	-	5	23345	9338	6-M	17	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Zetec 2.0 TDCi ECOnetic	-	5	24095	9638	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Zetec 2.0 TDCi	-	5	23845	9538	6-M	23	130	9.4	65.7	112	1997	148/3500	-	258/2000	-	1597	1800
D	Estate Zetec 2.0 TDCi AWD	-	5	25345	10138	6-M	23	130	10.5	57.7	127	1997	148/3500	-	258/2000	-	1675	1800
D	Estate Zetec 2.0 TDCi Auto	-	5	25215	10086	6-A	23	129	10.0	57.7	128	1997	148/3500	-	258/2000	-	1601	2000
D	Estate Titanium 1.5 TDCi ECOnetic	-	5	24545	9818	6-M	17	116	11.9	74.3	99	1499	118/3600	-	199/1750	-	tba	tba
D	Estate Titanium 2.0 TDCi ECOnetic	-	5	25295	10118	6-M	23	130	9.5	67.3	109	1997	148/3500	-	258/2000	-	1597	1600
D	Estate Titanium 2.0 TDCi	-	5	25045	10018	6-M	23	130	9.4	65.7	112	1997	148/3500	-	258/2000	-	1597	1800
D	Estate Titanium 2.0 TDCi AWD	-	5	26545	10618	6-M	23	130	10.5	57.7	127	1997	148/3500	-	258/2000	-	1675	1800
D	Estate Titanium 2.0 TDCi Auto	-	5	26415	10566	6-A	23	129	10.0	57.7	128	1997	148/3500	-	258/2000	-	1601	2000
D	Estate Titanium 2.0 TDCi	-	5	25795	10318	6-M	27	130	9.4	62.8	117	1997	177/3500	-	295/2000	-	1602	1800
D	Estate Titanium 2.0 TDCi Auto	-	5	27165	10866	6-A	27	135	8.7	57.7	128	1997	177/3500	-	295/2000	-	1609	2000
D	Estate Titanium 2.0 TDCi AWD Auto	-	5	28795	11518	6-A	27	137	9.5	53.3	137	1997	177/3500	-	295/2000	-	1685	2000
D	Estate Titanium 2.0 TDCi Auto	-	5	28045	11218	6-A	30	142	8.1	56.5	129	1997	207/3750	-	332/2000	-	1619	2000
D	Estate Vignale 2.0 TDCi	-	5	30295	12118	6-M	29	137	8.4	62.8	119	1997	177/3500	-	295/2000	-	1602	2000
D	Estate Vignale 2.0 TDCi Auto	-	5	31665	12666	6-A	29	135	8.7	56.5	130	1997	177/3500	-	295/2000	-	1609	2200
D	Estate Vignale 2.0 TDCi AWD Auto	-	5	33310	13324	6-A	29	137	9.5	52.3	141	1997	177/3500	-	295/2000	-	1685	2000
D	Estate Vignale 2.0 TDCi Auto	-	5	32675	13070	6-A	32	142	8.1	54.3	134	1997	207/3750	-	332/2000	-	1619	2000

New S-MAX

Rating ★★★★½

For the boyracer parent that doesn't want to grow up. Mixes Ford's latest design language with 7-seat practicality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi	-	5	25245	12623	6-M	16	114	13.4	56.5	129	1997	118/3500	-	229/1750	-	1725	1500
D	Zetec 2.0 TDCi	-	5	25995	13517	6-M	20	123	10.8	56.5	129	1997	148/3500	-	258/2000	-	1725	2000
D	Zetec 2.0 TDCi Auto	-	5	27545	14323	6-A	20	122	10.8	52.3	139	1997	148/3500	-	258/2000	-	1733	2000
D	Titanium 2.0 TDCi	-	5	27695	14401	6-M	20	123	10.8	56.5	129	1997	148/3500	-	258/2000	-	1725	2000
D	Titanium 2.0 TDCi AWD	-	5	29195	15181	6-M	20	122	12.1	52.3	139	1997	148/3500	-	258/2000	-	1784	2000
D	Titanium 2.0 TDCi Auto	-	5	29245	15207	6-A	20	122	10.8	52.3	139	1997	148/3500	-	258/2000	-	1733	2000
D	Titanium 2.0 TDCi	-	5	28445	15360	6-M	24	131	9.7	56.5	129	1997	177/3500	-	295/2000	-	1726	2000
D	Titanium 2.0 TDCi Auto	-	5	29995	16197	6-A	24	129	9.5	52.3	139	1997	177/3500	-	295/2000	-	1734	2000
D	Titanium Sport 2.0 TDCi	-	5	29945	16170	6-M	24	131	9.7	56.5	129	1997	177/3500	-	295/2000	-	1726	2000
D	Titanium Sport 2.0 TDCi Auto	-	5	31495	17007	6-A	24	129	9.5	52.3	139	1997	177/3500	-	295/2000	-	1734	2000
D	Titanium Sport 2.0 TDCi AWD Auto	-	5	32945	17790	6-A	24	128	10.5	48.7	149	1997	177/3500	-	295/2000	-	1809	2000
D	Titanium Sport 2.0 TDCi Auto	-	5	32260	16775	6-A	27	135	8.8	51.4	144	1997	207/3750	-	332/2000	-	1766	2000

New Galaxy

Rating ★★★★½

Will set the hearts racing of Addison Lee drivers in London! Enormous inside, nicely kitted out and great to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Zetec 2.0 TDCi	-	5	27595	11590	6-M	17	112	13.6	56.5	129	1997	118/3500	-	229/1750	-	1752	1500
D	Zetec 2.0 TDCi	-	5	28345	11905	6-M	20	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Zetec 2.0 TDCi Auto	-	5	29895	12556	6-A	20	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium 2.0 TDCi	-	5	29995	12598	6-M	21	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Titanium 2.0 TDCi AWD	-	5	31545	13249	6-M	21	120	12.2	52.3	139	1997	148/3500	-	258/2000	-	1813	2000
D	Titanium 2.0 TDCi Auto	-	5	31595	13270	6-A	21	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium 2.0 TDCi	-	5	30795	12934	6-M	24	129	9.8	56.5	129	1997	177/3500	-	295/2000	-	1756	2000
D	Titanium 2.0 TDCi Auto	-	5	32345	13585	6-A	24	127	9.6	52.3	139	1997	177/3500	-	295/2000	-	1760	2000
D	Titanium X 2.0 TDCi	-	5	33095	13900	6-M	21	121	10.9	56.5	129	1997	148/3500	-	258/2000	-	1752	2000
D	Titanium X 2.0 TDCi Auto	-	5	34645	14551	6-A	21	119	10.9	52.3	139	1997	148/3500	-	258/2000	-	1760	2000
D	Titanium X 2.0 TDCi	-	5	33845	14215	6-M	24	129	9.8	56.5	129	1997	177/3500	-	295/2000	-	1756	2000
D	Titanium X 2.0 TDCi Auto	-	5	35395	14866	6-A	24	127	9.6	52.3	139	1997	177/3500	-	295/2000	-	1760	2000
D	Titanium X 2.0 TDCi AWD Auto	-	5	36760	15439	6-A	24	126	10.6	48.7	149	1997	177/3500	-	295/2000	-	1841	2000
D	Titanium X 2.0 TDCi Auto	-	5	36145	14458	6-A	27	133	8.9	51.4	144	1997	207/3750	-	332/2000	-	1779	2000

LONG TERM TEST

Tourneo Connect

Rating ★★★★☆

Much more than a van with windows, with top drawer car-like handling, safety kit and equipment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Style 1.5 TDCi	-	5	15145	5452	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Style 1.5 TDCi (Fuel Economy Pack)	-	5	15505	5582	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi	-	5	16795	6046	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi (Fuel Economy Pack)	-	5	17155	6176	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Zetec 1.5 TDCi	-	5	17745	6388	6-M	tba	106	12.6	64.2	115	1499	118/3600	-	199/1750	-	tba	tba
D	Zetec 1.5 TDCi Auto	-	5	18945	6820	6-A	tba	104	12.9	56.5	129	1499	118/3600	-	221/2000	-	tba	tba
D	Titanium 1.5 TDCi	-	5	18195	6550	5-M	tba	101	13.3	61.4	120	1499	99/3750	-	184/2000	-	tba	tba
D	Titanium 1.5 TDCi (Fuel Economy Pack)	-	5	18555	6680	5-M	tba	101	13.3	65.7	111	1499	99/3750	-	184/2000	-	tba	tba
D	Titanium 1.5 TDCi	-	5	19145	6892	6-M	tba	106	12.6	64.2	115	1499	118/3600	-	199/1750	-	tba	tba
D	Titanium 1.5 TDCi Auto	-	5	20345	7324	6-A	tba	104	12.9	56.5	129	1499	118/3600	-	221/2000	-	tba	tba
D	Grand Style 1.5 TDCi	-	5	17395	6262	5-M	tba	101	13.3	61.4	124	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Style 1.5 TDCi (Fuel Economy Pack)	-	5	17755	6392	5-M	tba	101	13.3	65.7	115	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi	-	5	19045	6856	5-M	tba	101	13.3	61.4	124	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi (Fuel Economy Pack)	-	5	19405	6986	5-M	tba	101	13.3	65.7	115	1499	99/3750	-	184/2000	-	tba	tba
D	Grand Zetec 1.5 TDCi	-	5	19995	7198	6-M	tba	106	12.6	64.2	119	1499	118/3600	-	199/1750	-	tba	tba
D	Grand Zetec 1.5 TDCi Auto	-	5	21195	7630	6-A	tba	104	12.9	56.6	129	1499	118/3600	-	221/2000	-	tba	tba
D	Grand Titanium 1.5 TDCi	-	5	21395	7702	6-M	tba	106	12.6	64.2	119	1499	118/3600	-	199/1750	-	tba	tba

Ranger

Rating ★★★★☆

Building site, shopping mall, weekend break… this pick-up covers it all, albeit at a hefty price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab XL 2.2 TDCi	-	4	23889.2	9078	6-M	11	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab XLT 2.2 TDCi	-	4	25755.2	9787	6-M	11	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 1 2.2 TDCi	299	4	28055.19	10661	6-M	12	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 1 2.2 TDCi Auto	-	4	29255.19	11117	6-A	12	109	12.6	30.1	248	2198	148/3700	-	277/1500	-	2129	3500
D	Double Cab Limited 1 3.2 TDCi	-	4	29255.19	11117	6-M	12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)
POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab Limited 2 2.2 TDCi	-	428655.19108896-M				12	109	12.3	36.2	206	2198	148/3700	-	277/1500	-	2091	3500
D	Double Cab Limited 2 2.2 TDCi Auto	-	429855.1911345 6-A				12	109	12.6	30.1	248	2198	148/3700	-	277/1500	-	2129	3500
D	Double Cab Limited 2 3.2 TDCi	-	429855.19113456-M				12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
D	Double Cab Wildtrak 3.2 TDCi	-	430695.19116646-M				12	109	10.3	29.1	256	3196	197/3000	-	347/1500	-	2153	3500
D	Double Cab Wildtrak 3.2 TDCi Auto	-	431895.19121206-A				12	109	10.4	28.2	265	3196	197/3000	-	347/1500	-	2165	3500

GREAT WALL

UK dealers: 51 **Warranty:** 6 years/125,000miles **Servicing:** 10,000miles

Steed

Rating ★★★☆☆

First product for the Chinese company, and it's not bad. It is certainly hard to ignore the value for money prices.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab S	-	4	17942	5383	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
D	Double Cab Tracker	-	4	19142	5743	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500
D	Double Cab SE	-	4	20342	6103	6-M	8	87	17.0	32.8	222	1996	137/4000	-	225/1800	-	1835	2500

HONDA

UK dealers: 166 **Warranty:** 3 years/90,000miles **Servicing:** 12,500 miles

Jazz

Rating ★★★☆☆

Honda ekes maximum space from modest dimensions. Rises well to urban challenge, falters elsewhere.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	1.3 Hybrid HE	-	5	17150	8232	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HE-T	-	5	18145	8710	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HS	-	5	17650	8472	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HS-T	-	5	18645	8950	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HX	303	5	19250	9240	CVT	16	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0
PE	1.3 Hybrid HX-T	-	5	20245	9718	CVT	17	109	12.1	62.8	104	1339	87/5800	14	89/4500	58	1162	0

Civic

Rating ★★★★☆

Looks more complex than sci-fi dad, but rear visibility poor. Diesel engine delivers fantastic real-world economy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S	-	5	18755	8252	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC S Navi	-	5	19365	8521	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SE Plus	-	5	20570	9051	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SE Plus Navi	-	5	21180	9319	6-M	15	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC Sport	-	5	20820	9161	6-M	15	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC Sport Navi	-	5	21430	9429	6-M	15	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC SR	-	5	23140	10182	6-M	16	129	10.5	78.5	94	1597	118/4000	-	221/2000	-	1307	1400
D	1.6 i-DTEC EX Plus	-	5	25140	11062	6-M	16	129	10.5	76.3	98	1597	118/4000	-	221/2000	-	1307	1400
D	Tourer 1.6 i-DTEC S	-	5	19755	8692	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC S Navi	-	5	20365	8961	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SE Plus	-	5	21570	9491	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SE Plus Navi	-	5	22180	9759	6-M	15	121	10.3	74.3	99	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC SR	-	5	24340	10710	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1342	1400
D	Tourer 1.6 i-DTEC EX Plus	-	5	26140	11502	6-M	16	121	10.5	72.4	103	1597	118/4000	-	221/2000	-	1342	1400

CR-V

Rating ★★★★☆

A hike in quality and efficiency makes the new CR-V better than ever. It's refined and enormously spacious, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 i-DTEC S 2WD	-	5	23400	12636	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC S Navi 2WD	-	5	24300	13122	6-M	23	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE 2WD	-	5	26570	14348	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE 4WD	-	5	27570	14888	6-M	26	125	9.6	57.7	129	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SE 4WD Auto	-	5	29350	15849	9-A	26	122	10.0	55.4	134	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC SE Navi 2WD	-	5	26740	14440	6-M	22	113	11.2	64.2	115	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SE Navi 4WD	-	5	28740	15520	6-M	26	125	9.6	57.7	129	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SE Navi 4WD Auto	-	5	30520	16481	9-A	26	122	10.0	55.4	134	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC SR 2WD	-	5	28495	15387	6-M	23	113	11.2	62.8	119	1597	118/4000	-	221/2000	-	1545	1700
D	1.6 i-DTEC SR 4WD	-	5	30625	16538	6-M	27	125	9.8	55.4	133	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC SR 4WD Auto	-	5	32275	17429	9-A	27	122	10.2	53.3	139	1597	158/4000	-	258/2000	-	1658	1500
D	1.6 i-DTEC EX 4WD	-	5	32470	17534	6-M	27	125	9.9	55.4	133	1597	158/4000	-	258/2000	-	1630	2000
D	1.6 i-DTEC EX 4WD Auto	-	5	34120	18425	9-A	27	122	10.4	53.3	139	1597	158/4000	-	258/2000	-	1658	1500

HYUNDAI

UK dealers: 152 **Warranty:** 5 years/Unlimited mileage **Servicing:** 20,000miles (i20, ix20 10,000miles)

i10

Rating ★★★★½

Stylish, comfortable and pretty frugal in Blue Drive guise. Well priced and it's also decent to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE Blue Drive 1.0	-	5	10020	3808	5-M	1	96	15.1	65.7	98	998	66/5500	-	69/3500	-	933	0

New i20

Rating ★★★★½

Bigger, better equipped and more grown up than before, and holds its own compared to rivals. Great value, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S Blue 1.1 CRDi	-	5	12445	5476	6-M	5	99	16.0	88.3	84	1120	74/4000	-	133/1750	-	1258	800
D	SE 1.1 CRDi	-	5	14225	6259	6-M	5	99	16.0	70.6	103	1120	74/4000	-	133/1750	-	1258	800
D	SE 1.4 CRDi	335	5	14725	6479	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium 1.4 CRDi	-	5	15725	6919	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium Nav 1.4 CRDi	-	5	16400	7216	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium SE 1.4 CRDi	-	5	16725	7359	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Premium SE Nav 1.4 CRDi	-	5	17400	7656	6-M	11	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé SE 1.4 CRDi	-	3	14725	6185	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé Sport 1.4 CRDi	-	3	15725	6605	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110
D	Coupé Sport Nav 1.4 CRDi	-	3	16400	6888	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280	1110

ix20

Rating ★★★½☆

Lots of space for the cash and looks that are bang up to date. A shame that the 1.4 CRDi engine is so gruff.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Classic 1.4 CRDi	-	5	13835	6364	6-M	9	104	14.4	62.8	119	1396	89/4000	-	162/1500	-	1370	1300
D	Active 1.6 CRDi Blue Drive	-	5	15385	7077	6-M	13	113	11.5	64.2	117	1582	114/4000	-	192/1900	-	1380	1300
D	Style 1.6 CRDi Blue Drive	300	5	16335	7514	6-M	13	113	11.5	64.2	117	1582	114/4000	-	192/1900	-	1380	1300

i30

Rating ★★★★☆

Recent revisions involve sharper looks, better value for money and greater efficiency. It's the best i30 yet.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 CRDi Blue Drive	-	5	17195	7222	6-M	11	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D	SE 1.6 CRDi Blue Drive	-	5	18495	7768	6-M	12	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D	SE 1.6 CRDi Blue Drive Auto	-	5	19795	8314	7-A	12	115	11.8	67.3	109	1582	109/4000	-	221/1750	-	1456	1500
D	SE Nav 1.6 CRDi Blue Drive	-	5	19495	8188	6-M	12	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429	1500
D	SE Nav 1.6 CRDi Blue Drive Auto	-	5	20795	8734	7-A	12	115	11.8	67.3	109	1582	109/4000	-	221/1750	-	1456	1500
D	Premium 1.6 CRDi	-	5	22295	9364	6-M	13	122	10.2	72.3	102	1582	134/4000	-	207/1500	-	1429	1500
D	Premium 1.6 CRDi Auto	-	5	23595	9910	7-A	13	124	10.6	67.3	109	1582	134/4000	-	221/1750	-	1456	1500
D	Tourer S 1.6 CRDi Blue Drive	-	5	18295	8050	6-M	11	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D	Tourer SE 1.6 CRDi Blue Drive	-	5	19595	8622	6-M	12	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D	Tourer SE 1.6 CRDi Blue Drive Auto	-	5	20895	9194	7-A	12	115	12.2	67.3	109	1582	109/4000	-	221/1750	-	1496	1500
D	Tourer SE Nav 1.6 CRDi Blue Drive	-	5	20595	9062	6-M	12	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469	1500
D	Tourer SE Nav 1.6 CRDi Blue Drive Auto	-	5	21895	9634	7-A	12	115	12.2	67.3	109	1582	109/4000	-	221/1750	-	1496	1500
D	Tourer Premium 1.6 CRDi Blue Drive	-	5	23395	10294	6-M	13	121	10.5	tba	104	1582	134/4000	-	207/1500	-	1469	1500
D	Tourer Premium 1.6 CRDi Blue Drive Auto	-	5	24695	10866	7-A	13	122	10.9	tba	115	1582	134/4000	-	221/1750	-	1496	1400

New i40

Rating ★★★★☆

One of the best buys in the large car class. It's voluminous, is keenly priced and has that fab warranty.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.7 CRDi Blue Drive	-	4	19600	8232	6-M	13	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D	S 1.7 CRDi Blue Drive	-	4	20400	8568	6-M	18	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D	SE Nav 1.7 CRDi Blue Drive	-	4	21600	9072	6-M	13	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D	SE Nav 1.7 CRDi Blue Drive	-	4	22400	9408	6-M	19	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D	SE Nav 1.7 CRDi Blue Drive Auto	-	4	24300	10206	7-A	19	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D	SE Nav Business 1.7 CRDi Blue Drive	-	4	23100	9702	6-M	tba	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601	1500
D	SE Nav Business 1.7 CRDi Blue Drive	-	4	23900	10038	6-M	tba	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610	1800
D	SE Nav Business 1.7 CRDi Blue Drive Auto	-	4	25800	10836	7-A	tba	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D	Premium 1.7 CRDi Blue Drive	-	4	25600	10752	6-M	tba	126	10.3	60.1	123	1685	139/4000	-	251/1700	-	1610	1800
D	Premium 1.7 CRDi Blue Drive Auto	-	4	27500	11550	7-A	tba	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620	1500
D	Tourer S 1.7 CRDi Blue Drive	-	5	20850	9174	6-M	13	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D	Tourer S 1.7 CRDi Blue Drive	-	5	21650	9526	6-M	18	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D	Tourer SE Nav 1.7 CRDi Blue Drive	-	5	22850	10054	6-M	13	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D	Tourer SE Nav 1.7 CRDi Blue Drive	-	5	23650	10406	6-M	19	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D	Tourer SE Nav 1.7 CRDi Blue Drive Auto	-	5	25550	11242	7-A	19	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500
D	Tourer SE Nav Business 1.7 CRDi Blue Drive	-	5	24350	10714	6-M	tba	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638	1500
D	Tourer SE Nav Business 1.7 CRDi Blue Drive	-	5	25150	11066	6-M	tba	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648	1800
D	Tourer SE Nav Business 1.7 CRDi Blue Drive Auto	-	5	27050	11902	7-A	tba	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500
D	Tourer Premium 1.7 CRDi Blue Drive	-	5	26950	11858	6-M	tba	124	10.5	60.1	123	1685	139/4000	-	251/1700	-	1648	1800
D	Tourer Premium 1.7 CRDi Blue Drive Auto	-	5	28850	12694	7-A	tba	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659	1500

ix35

Rating ★★★½☆

Is it as good as it looks? Yes, this refreshed crossover SUV ticks all boxes and shows Hyundai is going places.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.7 CRDi 2WD	-	5	18650	10071	6-M	16	108	12.4	53.3	139	1685	114/4000	-	192/1250	-	1537	1200
D	S 1.7 CRDi Blue Drive 2WD	-	5	18830	10168	6-M	16	108	12.4	54.3	135	1685	114/4000	-	192/1250	-	1537	1200
D	SE 1.7 CRDi 2WD	-	5	20250	10935	6-M	16	108	12.4	53.3	139	1685	114/4000	-	192/1250	-	1537	1200
D	SE 1.7 CRDi Blue Drive 2WD	-	5	20430	11032	6-M	16	108	12.4	54.3	135	1685	114/4000	-	192/1250	-	1537	1200
D	SE 2.0 CRDi 4WD	-	5	23150	12501	6-M	21	112	11.3	51.4	145	1995	134/4000	-	236/1800	-	1679	2000
D	SE 2.0 CRDi 4WD Auto	-	5	24620	13295	6-A	21	113	12.1	41.5	179	1995	134/4000	-	236/1800	-	1712	1600
D	SE Nav 1.7 CRDi 2WD	-	5	21300	11502	6-M	17	108	12.4	53.3	139	1685	114/4000	-	192/1250	-	1537	1200
D	SE Nav 1.7 CRDi Blue Drive 2WD	-	5	21480	11599	6-M	17	108	12.4	54.3	135	1685	114/4000	-	192/1250	-	1537	1200
D	SE Nav 2.0 CRDi 4WD	-	5	24200	13068	6-M	21	112	11.3	51.4	145	1995	134/4000	-	236/1800	-	1679	2000
D	SE Nav 2.0 CRDi 4WD Auto	-	5	25670	13862	6-A	21	113	12.1	41.5	179	1995	134/4000	-	236/1800	-	1712	1600
D	Premium 1.7 CRDi 2WD	-	5	23000	12420	6-M	17	108	12.4	50.4	147	1685	114/4000	-	192/1250	-	1537	1200
D	Premium 1.7 CRDi Blue Drive 2WD	-	5	23180	12517	6-M	18	108	12.4	52.3	143	1685	114/4000	-	192/1250	-	1537	1200
D	Premium 2.0 CRDi 4WD	-	5	25900	13986	6-M	21	112	11.3	49.6	149	1995	134/4000	-	236/1800	-	1679	2000
D	Premium 2.0 CRDi 4WD Auto	-	5	27370	14780	6-A	21	113	12.1	40.4	183	1995	134/4000	-	236/1800	-	1712	1600
D	Premium Panorama 1.7 CRDi 2WD	-	5	23800	12852	6-M	17	108	12.4	50.4	147	1685	114/4000	-	192/1250	-	1537	1200
D	Premium Panorama 1.7 CRDi Blue Drive 2WD	-	5	23980	12949	6-M	17	108	12.4	52.3	143	1685	114/4000	-	192/1250	-	1537	1200
D	Premium Panorama 2.0 CRDi 4WD	-	5	26700	14418	6-M	21	112	11.3	49.6	149	1995	134/4000	-	236/1800	-	1679	2000
D	Premium Panorama 2.0 CRDi 4WD Auto	-	5	28170	15212	6-A	21	113	12.1	40.4	183	1995	134/4000	-	236/1800	-	1712	1600
H	Fuel Cell	-	5	53105	tba	1-A	tba	100	12.5	(371)	0	-	-	134	-	221	1830	0

Santa Fe

Rating ★★★½☆

A significant advance in driving prowess compared to the outgoing model. It's also pricier and more upmarket too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.2 CRDi 5 seat 4WD	-	5	27995	16237	6-M	25	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1929	2500
D	SE 2.2 CRDi 5 seat 4WD Auto	-	5	29710	17232	6-A	25	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	1968	2000
D	SE 2.2 CRDi 7 seat 4WD	-	5	29145	16904	6-M	25	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	SE 2.2 CRDi 7 seat 4WD Auto	-	5	30860	17899	6-A	25	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000
D	Premium 2.2 CRDi 5 seat 4WD	-	5	30595	17745	6-M	19	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1929	2500
D	Premium 2.2 CRDi 5 seat 4WD Auto	-	5	32310	18740	6-A	19	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	1968	2000
D	Premium 2.2 CRDi 7 seat 4WD	307	5	31900	18502	6-M	19	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	Premium 2.2 CRDi 7 seat 4WD Auto	-	5	33615	19497	6-A	19	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000
D	Premium SE 2.2 CRDi 7 seat 4WD	-	5	35395	20529	6-M	20	118	9.8	46.3	159	2199	194/3800	-	311/1800	-	1963	2500
D	Premium SE 2.2 CRDi 7 seat 4WD Auto	-	5	37110	21524	6-A	20	118	10.1	41.5	178	2199	194/3800	-	322/1800	-	2001	2000

i800

Rating ★★★☆☆

Hyundai's massive tour bus can carry eight and all their bags. Van-derived, but a piece of cake to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.5 CRDi	-	5	23500	12220	6-M	28	104	17.6	37.7	197	2497	134/3800	-	253/1500	-	2238	2300
D	SE 2.5 CRDi Auto	-	5	25505	12242	5-A	33	112	14.4	32.1	231	2497	168/3600	-	325/2000	-	2248	1500

INFINITI

UK dealers: 12 **Warranty:** 3 years/60,000miles
Servicing: 12,000miles (15,500miles 2.2d) 9,000miles hybrid

Q50

Rating ★★½☆☆

Uses Mercedes tech to try and beat the C-Class at its own game. We want to love it, but it is disappointing to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.2d	-	4	28650	12033	6-M	29	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1625	1500
D	SE 2.2d Auto	-	4	30200	12684	7-A	29	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1655	1500
D	Premium 2.2d	-	4	31050	13041	6-M	30	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1733	1500
D	Premium 2.2d Auto	323	4	32600	13692	7-A	30	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1761	1500
D	Premium Tech 2.2d	-	4	37550	15771	6-M	30	144	8.7	64.2	114	2143	168/3200	-	295/1600	-	1733	1500
D	Premium Tech 2.2d Auto	-	4	39100	16422	7-A	30	143	8.5	58.9	124	2143	168/3200	-	295/1600	-	1761	1500
D	Sport 2.2d	-	4	33420	14036	6-M	30	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1747	1500
D	Sport 2.2d Auto	-	4	34970	14687	7-A	30	143	8.5	57.7	128	2143	168/3200	-	295/1600	-	1775	1500
PE	S Hybrid Sport Auto	-	4	40695	17092	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1858	1500
PE	S Hybrid Sport AWD Auto	-	4	42340	17783	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1903	1500
D	Sport Tech 2.2d	-	4	38320	16094	6-M	30	144	8.7	62.8	118	2143	168/3200	-	295/1600	-	1747	1500
D	Sport Tech 2.2d Auto	-	4	39870	16745	7-A	30	143	8.5	57.7	128	2143	168/3200	-	295/1600	-	1775	1500
PE	S Hybrid Sport Tech Auto	-	4	45595	19150	7-A	42	155	5.1	45.6	144	3498	302/6800	67	258/5000	199	1858	1500
PE	S Hybrid Sport Tech AWD Auto	-	4	47240	19841	7-A	42	155	5.4	41.5	159	3498	302/6800	67	258/5000	199	1903	1500

New Q70

Rating ★★★☆☆

Reinvigorated for 2015 with more frugal engines and better value pricing, to battle Audi and BMW in its heartland.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Premium 2.2d Auto	-	4	33400	11356	7-A	35	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1875	1500
PE	Premium Hybrid Auto	-	4	43250	14705	7-A	43	155	5.3	45.6	145	3498	302/6800	67	258/5000	199	1895	1500
D	Premium Tech 2.2d Auto	336	4	37500	12750	7-A	36	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1896	1500
PE	Premium Tech Hybrid Auto	-	4	47350	16099	7-A	43	155	5.3	45.6	145	3498	302/6800	67	258/5000	199	1920	1500
D	Sport 2.2d Auto	-	4	36600	12444	7-A	35	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1897	1500
D	Sport Tech 2.2d Auto	-	4	38950	13243	7-A	36	137	8.9	57.6	129	2143	168/3200	-	295/1600	-	1910	1500

QX50

Rating ★★★☆☆

Think Qashqai crossed with a Bentley. Looks great, but is cramped and inherits the latter's thirst.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0d Auto	-	5	34490	14486	7-A	45	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D	GT 3.0d Auto	-	5	38445	16147	7-A	46	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000
D	GT Premium 3.0d Auto	278	5	42045	17659	7-A	46	137	7.9	33.2	224	2993	235/3750	-	406/1750	-	1985	2000

QX70

Rating ★★★☆☆

A price cut, a name change and more frugal engine marks what is a monsterous, but classy package.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GT 3.0d Auto	-	5	43100	16378	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	GT Premium 3.0d Auto	312	5	47550	18069	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S 3.0d Auto	-	5	45200	17176	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S Premium 3.0d Auto	-	5	49650	18867	7-A	49	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2200
D	S Design 3.0d Auto	-	5	50350	19133	7-A	48	132	8.3	32.8	225	2993	235/3750	-	406/1750	-	2175	2220

ISUZU

UK dealers: 106 **Warranty:** 5 years/125,000miles **Servicing:** 12,000miles

D-Max

LONG TERM TEST

Rating ★★★½☆

Isuzu plays catch up with a solid effort. It's a refined machine, that's car-like and will go just about anywhere.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	4x4 Double Cab	-	4	22443	8528	6-M	9	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1970	3500
D	4x4 Double Cab Eiger	-	4	23343	8870	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1954	3500
D	4x4 Double Cab Eiger Automatic	-	4	24543	9326	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1959	3500
D	4x4 Double Cab Yukon	-	4	24543	9326	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1978	3500
D	4x4 Double Cab Yukon Automatic	-	4	25743	9782	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1983	3500
D	4x4 Double Cab Utah	-	4	26343	10010	6-M	10	112	tba	38.2	194	2499	161/3600	-	295/1400	-	1987	3500
D	4x4 Double Cab Utah Automatic	306	4	27543	10466	5-A	10	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500
D	4x4 Double Cab Blade	-	4	30243	11492	6-M	13	112	tba	38.7	192	2499	161/3600	-	295/1400	-	1987	3500
D	4x4 Double Cab Blade Automatic	-	4	31443	11948	5-A	13	112	tba	33.6	220	2499	161/3600	-	295/1400	-	1992	3500

JAGUAR

UK dealers: 89 **Warranty:** 3 years/Unlimited mileage **Servicing:** 16,000miles (XE 21,000miles)

XE

Rating ★★★★½

Jaguar's answer to the BMW 3 Series. Brand new engines and aluminium platform mean top-class efficiency.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 2.0 Diesel	-	4	29775	13697	6-M	22	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D	SE 2.0 Diesel Auto	-	4	31525	14502	8-A	22	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D	SE 2.0 Diesel	-	4	30275	13927	6-M	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D	SE 2.0 Diesel Auto	-	4	32025	14732	8-A	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D	Prestige 2.0 Diesel	-	4	30775	14157	6-M	22	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D	Prestige 2.0 Diesel Auto	-	4	32525	14962	8-A	22	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D	Prestige 2.0 Diesel	-	4	31275	14387	6-M	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D	Prestige 2.0 Diesel Auto	-	4	33025	15192	8-A	25	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D	R-Sport 2.0 Diesel	-	4	32325	14870	6-M	24	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D	R-Sport 2.0 Diesel Auto	-	4	34075	15675	8-A	24	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D	R-Sport 2.0 Diesel	-	4	33025	15192	6-M	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D	R-Sport 2.0 Diesel Auto	-	4	34775	15997	8-A	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1565	1800
D	Portfolio 2.0 Diesel	-	4	32975	15169	6-M	24	132	8.4	74.3	99	1999	161/4000	-	280/1750	-	1475	1600
D	Portfolio 2.0 Diesel Auto	-	4	34725	15974	8-A	24	132	8.2	68.9	106	1999	161/4000	-	280/1750	-	1500	1800
D	Portfolio 2.0 Diesel	-	4	33675	15491	6-M	27	140	7.8	67.3	109	1999	177/4000	-	317/1750	-	1550	1800
D	Portfolio 2.0 Diesel Auto	-	4	35425	16296	8-A	27	140	7.8	67.3	111	1999	177/4000	-	317/1750	-	1565	1800

New XF

Rating COMING SOON

Finely honed replacement for the car that catapulted Jaguar into the modern era. We're driving it soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Prestige 2.0 Diesel	-	4	32300	15504	6-M	tba	132	8.7	72.4	104	1999	161/4000	-	280/1750	-	1545	1600
D	Prestige 2.0 Diesel Auto	-	4	34050	16344	8-A	tba	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600
D	Prestige 2.0 Diesel	-	4	32800	15088	6-M	tba	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800
D	Prestige 2.0 Diesel Auto	-	4	34550	15893	8-A	tba	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	R-Sport 2.0 Diesel	-	4	34200	16416	6-M	tba	132	8.7	72.4	104	1999	161/4000	-	280/1750	-	1545	1600
D	R-Sport 2.0 Diesel Auto	-	4	35950	17256	8-A	tba	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600
D	R-Sport 2.0 Diesel	-	4	35100	16146	6-M	tba	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800

POWER

New XF (continued)

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	R-Sport 2.0 Diesel Auto	-	4	36850	16951	8-A	tba	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	Portfolio 2.0 Diesel	-	4	36400	17472	6-M	tba	132	8.7	72.4	104	1999	161/4000	-	280/1750	-	1545	1600
D	Portfolio 2.0 Diesel Auto	-	4	38150	18312	8-A	tba	132	8.7	67.3	109	1999	161/4000	-	280/1750	-	1555	1600
D	Portfolio 2.0 Diesel	-	4	37300	17158	6-M	tba	136	8.0	65.7	114	1999	177/4000	-	317/1750	-	1585	1800
D	Portfolio 2.0 Diesel Auto	-	4	39050	17963	8-A	tba	136	8.1	65.7	114	1999	177/4000	-	317/1750	-	1595	2000
D	S 3.0 Diesel Auto	-	4	49950	23976	8-A	tba	155	6.4	51.4	144	2993	296/4000	-	516/2000	-	1750	2000

XF

Rating ★★★★½

Jaguar gives up pipe smoking: XF is traditional, but is a technological beauty both inside and out.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 Diesel Luxury Auto	300	4	33445	16054	8-A	33	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	2.2 Diesel Luxury Auto	-	4	34550	15893	8-A	38	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	2.2 Diesel R-Sport Auto	-	4	34695	16654	8-A	40	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	2.2 Diesel R-Sport Auto	-	4	36250	16675	8-A	42	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	2.2 Diesel R-Sport Black Auto	-	4	38350	17641	8-A	44	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	2.2 Diesel Portfolio Auto	-	4	37195	17854	8-A	41	130	10.5	57.7	129	2179	161/3500	-	295/2000	-	1735	1850
D	2.2 Diesel Portfolio Auto	-	4	38700	17802	8-A	40	140	8.5	54.3	139	2179	197/3500	-	332/2000	-	1735	1850
D	3.0 V6 Diesel S Portfolio Auto	293	4	49515	23767	8-A	44	155	6.4	47.1	159	2993	271/4000	-	443/2000	-	1770	1850
D	Sportbrake 2.2 Diesel Luxury Auto	-	5	35945	17254	8-A	33	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake 2.2 Diesel Luxury Auto	-	5	37050	17043	8-A	38	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake 2.2 Diesel R-Sport Auto	-	5	37195	17854	8-A	40	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake 2.2 Diesel R-Sport Auto	-	5	38750	17825	8-A	42	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake 2.2 Diesel R-Sport Black Auto	-	5	40850	18791	8-A	44	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake 2.2 Diesel Portfolio Auto	-	5	39695	19054	8-A	41	124	10.9	57.7	129	2179	161/3500	-	295/2000	-	1824	1850
D	Sportbrake 2.2 Diesel Portfolio Auto	307	5	41200	18952	8-A	40	134	8.8	54.3	139	2179	197/3500	-	332/2000	-	1824	1850
D	Sportbrake 3.0 V6 Diesel S Portfolio Auto	-	5	51995	24958	8-A	44	155	6.6	46.3	163	2993	271/4000	-	443/2000	-	1880	1850

XJ

Rating ★★★★½

Traffic-stopping looks a real gamble - it's what red carpets are made for. Exceptionally refined and super luxurious.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 V6 Diesel Luxury Auto	-	4	56870	26160	8-A	48	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	3.0 V6 Diesel Premium Luxury Auto	-	4	60670	27908	8-A	49	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	3.0 V6 Diesel Portfolio Auto	-	4	67870	31220	8-A	49	155	6.4	46.3	159	2993	271/4000	-	443/2000	-	1772	0
D	L 3.0 V6 Diesel Luxury Auto	-	4	59980	27591	8-A	48	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0
D	L 3.0 V6 Diesel Premium Luxury Auto	-	4	63780	29339	8-A	49	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0
D	L 3.0 V6 Diesel Portfolio Auto	339	4	70980	32651	8-A	49	155	6.4	44.8	167	2993	271/4000	-	443/2000	-	1850	0

New XJ

Rating COMING SOON

The largest cat is graceful, refined and has an exquisitely finished cabin. Has real on-road presence, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Luxury 3.0 Diesel Auto	-	4	58690	23476	8-A	tba	155	6.2	49.6	149	2993	296/4000	-	516/2000	-	1835	0
D	Premium Luxury 3.0 Diesel Auto	-	4	62690	25076	8-A	tba	155	6.2	49.6	149	2993	296/4000	-	516/2000	-	1835	0
D	Portfolio 3.0 Diesel Auto	-	4	69725	27890	8-A	tba	155	6.2	47.9	155	2993	296/4000	-	516/2000	-	1835	0
D	R-Sport 3.0 Diesel Auto	-	4	71625	28650	8-A	tba	155	6.2	47.9	155	2993	296/4000	-	516/2000	-	1835	0
D	L Luxury 3.0 Diesel Auto	-	4	61690	24676	8-A	tba	155	6.4	49.6	149	2993	296/4000	-	516/2000	-	1860	0
D	L Premium Luxury 3.0 Diesel Auto	-	4	65690	26276	8-A	tba	155	6.4	49.6	149	2993	296/4000	-	516/2000	-	1860	0
D	L Portfolio 3.0 Diesel Auto	-	4	72725	29090	8-A	tba	155	6.4	47.9	155	2993	296/4000	-	516/2000	-	1860	0
D	L Autobiography 3.0 Diesel Auto	-	4	80250	32100	8-A	tba	155	6.4	47.9	155	2993	296/4000	-	516/2000	-	1860	0

JEEP

UK dealers: 72 **Warranty:** 3 years/60,000miles
Servicing: 15,000miles (Cherokee/Grand Cherokee 12,500miles)

Renegade

Rating ★★★½

Best Jeep yet shares its underpinnings with Fiat 500X. Mature road manners, lots of space and keen pricing.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 MultiJet II Sport	-	5	18695	tba	6-M	13	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
D	1.6 MultiJet II Longitude	-	5	20295	tba	6-M	13	111	10.2	61.4	120	1598	118/3750	-	236/1750	-	1404	1000
D	2.0 MultiJet II Longitude 4WD	-	5	22795	tba	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500
D	2.0 MultIJet II Trailhawk 4WD Auto	-	5	27995	tba	9-A	15	122	8.9	48.7	151	1956	168/3750	-	258/1750	-	1548	1500
D	1.6 MultiJet II Limited	-	5	22895	tba	6-M	12	111	10.2	51.4	120	1598	118/3750	-	236/1750	-	1404	1000
D	2.0 MultiJet II Limited 4WD	-	5	25395	tba	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500
D	2.0 MultIJet II Limited 4WD Auto	-	5	27195	tba	9-A	14	113	10.2	49.6	150	1956	138/3750	-	258/1750	-	1548	1500
D	1.6 MultliJet II Opening Edition	-	5	23195	tba	6-M	12	111	10.2	51.4	120	1598	118/3750	-	236/1750	-	1404	1000
D	2.0 MultiJet II Opening Edition 4x4	-	5	25695	tba	6-M	14	113	9.5	55.4	134	1956	138/3750	-	258/1750	-	1502	1500

Cherokee

Rating ★★★½

Bolder styling and more competent than its predecessors. 2.0-litre engines are more frugal, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 Longitude	-	5	26110	10444	6-M	26	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Longitude 4x4	-	5	28110	11244	6-M	26	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.0 Longitude 4x4 Auto	-	5	30610	12244	9-A	27	119	10.3	48.7	154	1956	168/4000	-	258/1750	-	1878	2475
D	2.0 Longitude Plus	-	5	28310	11324	6-M	26	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Longitude Plus 4x4	-	5	30310	12124	6-M	27	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.0 Longitude Plus 4x4 Auto	-	5	32810	13124	9-A	28	119	10.3	48.7	154	1956	168/4000	-	258/1750	-	1878	2475
D	2.0 Limited	-	5	31810	12724	6-M	27	116	10.9	53.3	139	1956	138/3750	-	258/1500	-	1753	1800
D	2.0 Limited 4x4	329	5	33810	13524	6-M	28	117	12.0	50.4	147	1956	138/3750	-	258/1500	-	1846	1600
D	2.0 Limited 4x4 Auto	-	5	36310	14524	9-A	29	119	10.3	48.7	154	1956	168/4000	-	258/1750	-	1878	2475
D	2.0 Limited 4x4 Auto (Active Drive II)	-	5	37810	15124	9-A	29	119	10.3	48.7	154	1956	168/4000	-	258/1750	-	1878	2475

Grand Cherokee

Rating ★★★

As classy as a Harvard-educated cowboy. It's refined enough, and also ready to take to the rough stuff.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 CRD V6 Laredo Auto	-	5	38895	15558	8-A	36	119	10.2	37.7	198	2987	188/4000	-	325/1600	-	2328	3500
D	3.0 CRD V6 Limited Auto	-	5	41495	16598	8-A	40	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Limited Plus Auto	-	5	44495	17798	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Overland Auto	-	5	48195	19278	8-A	41	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500
D	3.0 CRD V6 Summit Auto	-	5	51995	20798	8-A	43	126	8.2	37.7	198	2987	247/4000	-	420/1800	-	2328	3500

Wrangler

Rating ★★½

On-road manners are improved, but this is still a rock-climbing tool. It may lack creature comforts, but it's pure fun.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.8 CRD Sahara Auto	-	2	30225	9672	5-A	24	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Overland Auto	-	2	32375	10360	5-A	25	107	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD X Edition Auto	-	2	33480	10714	5-A	31	tba	10.6	34.9	213	2776	197/3600	-	339/1600	-	2075	1000
D	2.8 CRD Sahara Auto	303	4	31895	10206	5-A	24	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD Overland Auto	-	4	34045	10894	5-A	25	107	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000
D	2.8 CRD X Edition Auto	-	4	35150	11248	5-A	31	tba	10.7	34.0	217	2776	197/3600	-	339/1600	-	2253	1000

KIA

UK dealers: 180 **Warranty:** 7 years/100,000miles **Servicing:** 20,000miles (Picanto/Soul EV 10,000miles)

New Picanto

Rating ★★★½

One of the stars of the sector gets upgraded. Low running costs and seven year warranty remain.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1 1.0	-	3	8345	3672	5-M	tba	95	13.9	67.3	99	998	68/6200	-	70/3500	-	915	700
P	SR7 1.0	-	3	9845	4332	5-M	tba	95	13.9	67.3	99	998	68/6200	-	70/3500	-	915	700
P	1 1.0	-	5	8545	3760	5-M	tba	95	13.9	67.3	99	998	68/6200	-	70/3500	-	920	700
P	1 Air 1.0	-	5	9145	4024	5-M	tba	95	13.9	67.3	99	998	68/6200	-	70/3500	-	920	700
P	SR7 1.0	-	5	10045	4420	5-M	tba	95	13.9	67.3	99	998	68/6200	-	70/3500	-	920	700
P	2 1.0	-	5	10145	4464	5-M	tba	95	13.9	67.3	99	998	68/6200	-	70/3500	-	920	700
P	2 1.25	-	5	10745	4298	5-M	tba	106	11.0	65.7	100	1248	83/6000	-	89/4000	-	930	700

Rio

Rating ★★★½

Utterly sensible supermini that's great value, decent to pilot, and has frugal, refined, zingy engines.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3 1.4 CRDi	-	3	15545	6840	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	1 1.1 CRDi	339	5	12245	6367	6-M	2	99	16.1	85.6	86	1120	74/4000	-	133/1750	-	1225	800
D	1 Air 1.1 CRDi	-	5	13045	6523	6-M	1	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	SR7 1.1 CRDi	-	5	13745	6873	6-M	2	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	2 1.1 CRDi	-	5	14145	7073	6-M	2	99	15.9	78.5	94	1120	74/4000	-	133/1750	-	1200	800
D	2 1.4 CRDi	-	5	14745	6783	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	3 1.4 CRDi	-	5	16145	7427	6-M	6	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100
D	4 1.4 CRDi	-	5	17445	8025	6-M	7	105	13.4	74.3	98	1396	89/4000	-	177/1500	-	1249	1100

Venga

Rating ★★★½

Nicely kitted out, spacious with great versatility. Pricier now that base diesels have been deleted, but still a good buy.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SR7 1.4 CRDi	336	5	14895	6554	6-M	10	104	14.0	62.8	119	1396	89/4000	-	162/1750	-	1345	1300
D	2 1.4 CRDi	-	5	15195	6686	6-M	10	104	14.0	62.8	119	1396	89/4000	-	162/1750	-	1345	1300
D	3 1.6 CRDi	-	5	17475	7689	6-M	14	113	11.1	64.2	117	1582	114/4000	-	192/1900	-	1356	1300
D	4 1.6 CRDi	-	5	18570	8171	6-M	15	113	11.1	64.2	117	1582	114/4000	-	192/1900	-	1356	1300

LONG TERM TEST

Soul

Rating ★★★★

Significant uplift in quality and more impressive driving manners, thanks to now being based on the cee'd.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Connect 1.6 CRDi	-	5	16600	7968	6-M	9	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Connect 1.6 CRDi Auto	-	5	18100	8688	6-A	9	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Connect Plus 1.6 CRDi	326	5	17700	8496	6-M	10	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Connect Plus 1.6 CRDi Auto	-	5	19200	9216	6-A	10	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Mixx 1.6 CRDi	-	5	19950	9576	6-M	10	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Mixx 1.6 CRDi Auto	-	5	21450	10296	6-A	10	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
D	Maxx 1.6 CRDi	-	5	21750	10440	6-M	11	112	10.8	56.5	132	1582	126/4000	-	192/1900	-	1383	1300
D	Maxx 1.6 CRDi Auto	-	5	23250	11160	6-A	11	110	11.8	47.1	158	1582	126/4000	-	192/1900	-	1406	1100
E	EV	332	5	24995	tba	1-A	19	90	10.8	(132)	0	-	-	109	-	210	1565	0

cee'd

Rating ★★★★½

One of the best mid-sized cars about, with serious all-round appeal. Shame it's saddled with a silly name.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.4 CRDi	-	5	16095	7082	6-M	6	106	13.0	68.9	109	1396	89/4000	-	162/1500	-	1365	1500
D	1 1.6 CRDi	-	5	16695	7346	6-M	12	122	11.5	76.3	97	1582	126/4000	-	192/1900	-	1375	1500
D	SR7 1.4 CRDi	-	5	16940	7454	6-M	8	106	13.0	65.7	114	1396	89/4000	-	162/1500	-	1365	1500
D	2 1.6 CRDi	308	5	18695	8226	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	2 1.6 CRDi Auto	-	5	19805	8714	6-A	13	116	11.3	51.4	145	1582	126/4000	-	192/1900	-	1385	1300
D	3 1.6 CRDi	-	5	20495	9018	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	3 1.6 CRDi Auto	-	5	21605	9506	6-A	13	116	11.3	51.4	145	1582	126/4000	-	192/1900	-	1385	1300
D	4 1.6 CRDi	-	5	22095	9722	6-M	14	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500
D	4 Tech 1.6 CRDi	-	5	23995	10558	6-M	15	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500
D	Sportswagon 1 1.4 CRDi	-	5	17295	7610	6-M	6	106	13.4	67.3	109	1396	89/4000	-	162/1500	-	1411	1500
D	Sportswagon 1 1.6 CRDi	-	5	18095	7600	6-M	12	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 2 1.6 CRDi	-	5	19695	8272	6-M	13	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 2 1.6 CRDi Auto	-	5	20805	8738	6-A	13	115	11.7	50.4	149	1582	126/4000	-	192/1900	-	1441	1300
D	Sportswagon 3 1.6 CRDi	-	5	21495	9028	6-M	13	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 3 1.6 CRDi Auto	-	5	22605	9494	6-A	13	115	11.7	50.4	149	1582	126/4000	-	192/1900	-	1441	1300
D	Sportswagon 4 1.6 CRDi	-	5	23295	9784	6-M	14	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500
D	Sportswagon 4 Tech 1.6 CRDi	306	5	25195	10582	6-M	15	120	10.8	64.2	116	1582	126/4000	-	192/1900	-	1420	1500

LONG TERM TEST

pro_cee'd

Rating ★★★½

Shapely new cee'd three-door takes a step up in price compared to before. Nice to drive, but little for enthusiasts.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 CRDi	-	3	18995	8358	6-M	13	122	11.5	74.3	100	1582	126/4000	-	192/1900	-	1375	1500
D	SE 1.6 CRDi	320	3	20995	9238	6-M	13	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500
D	SE Tech 1.6 CRDi	-	3	23095	10162	6-M	13	122	10.5	65.7	112	1582	126/4000	-	192/1900	-	1375	1500

Optima

Rating ★★★½

Looks great, performs alright and is a comfortable place to hang out. It's well priced to lure Mondeo man, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi	-	4	19995	8398	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	2 1.7 CRDi	-	4	22895	9616	6-M	17	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	2 1.7 CRDi Auto	-	4	24450	10269	6-A	17	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595	1300
D	3 1.7 CRDi	333	4	25795	10834	6-M	20	125	10.2	57.6	128	1685	134/4000	-	240/2000	-	1575	1300
D	3 1.7 CRDi Auto	-	4	27350	11487	6-A	20	122	11.5	47.1	158	1685	134/4000	-	240/2000	-	1595	1300

Carens

Rating ★★★★

Like night and day compared to previous car. Good to drive, well equipped and keenly priced. What's not to love?

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi	-	5	19590	7052	6-M	12	112	12.6	60.1	124	1685	114/4000	-	192/1250	-	1581	1500
D	SR7 1.7 CRDi	-	5	20690	7448	6-M	12	112	12.6	61.4	120	1685	114/4000	-	192/1250	-	1581	1500
D	2 1.7 CRDi	-	5	20995	7558	6-M	12	112	12.6	60.1	124	1685	114/4000	-	192/1250	-	1581	1500
D	2 1.7 CRDi Auto	-	5	22400	7616	6-A	16	116	11.6	46.3	159	1685	134/4000	-	236/1750	-	1600	1500
D	3 1.7 CRDi	318	5	24300	8262	6-M	16	119	10.0	56.4	132	1685	134/4000	-	243/2000	-	1591	1500
D	4 1.7 CRDi	-	5	25650	8721	6-M	17	119	10.0	56.4	132	1685	134/4000	-	243/2000	-	1591	1500
D	4 1.7 CRDi Auto	-	5	27055	9199	6-A	17	116	11.6	46.3	159	1685	134/4000	-	236/1750	-	1600	1500

Sportage

Rating ★★★★

The thinking driver's Evoque? Sportage delivers on looks and performance. All for sensible money.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1 1.7 CRDi 2WD	-	5	19100	11078	6-M	12	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-1 2.0 CRDi AWD	-	5	21500	14620	6-M	16	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600	2000
D	2 1.7 CRDi 2WD	-	5	21200	12296	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	KX-2 2.0 CRDi AWD	-	5	23600	16048	6-M	17	112	10.9	49.6	149	1995	134/4000	-	236/1800	-	1600	2000
D	KX-2 2.0 CRDi AWD Auto	-	5	24910	16939	6-A	17	113	11.7	40.9	179	1995	134/4000	-	236/1800	-	1676	1600
D	Alpine Edition 1.7 CRDi 2WD	-	5	22895	13279	6-M	13	107	11.9	54.3	135	1685	114/4000	-	192/1250	-	1490	1200
D	Alpine Edition 2.0 CRDi AWD Auto	-	5	26600	18088	6-A	17	113	11.7	40.9	179	1995	134/4000	-	236/1800	-	1676	1600
D	3 1.7 CRDi 2WD	-	5	23100	13398	6-M	13	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-3 2.0 CRDi AWD	-	5	25500	17340	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600	2000
D	KX-3 2.0 CRDi AWD Auto	-	5	26810	18231	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676	1600
D	3 Sat Nav 1.7 CRDi 2WD	323	5	23900	13862	6-M	13	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-3 Sat Nav 2.0 CRDi AWD	-	5	26300	17884	6-M	17	112	10.9	47.1	156	1995	134/4000	-	236/1800	-	1600	2000
D	KX-3 Sat Nav 2.0 CRDi AWD Auto	-	5	27610	18775	6-A	17	113	11.7	40.4	183	1995	134/4000	-	236/1800	-	1676	1600
D	4 1.7 CRDi 2WD	-	5	25000	14500	6-M	14	107	11.9	52.3	143	1685	114/4000	-	192/1250	-	1490	1200
D	KX-4 2.0 CRDi AWD	-	5	28200	15228	6-M	18	120	9.5	46.3	158	1995	181/4000	-	283/1800	-	1600	2000
D	KX-4 2.0 CRDi AWD Auto	-	5	29510	15935	6-A	18	121	9.5	39.2	189	1995	181/4000	-	289/1800	-	1676	1600

New Sorento

Rating ★★★★

Sorento shifts upmarket with better refinement, extra gadgets and a higher list price. Drives nicely, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	KX-1 2.2 CRDi AWD	-	5	28795	14973	6-M	24	124	9.0	49.6	149	2199	197/3800	-	325/1750	-	1932	2500
D	KX-2 2.2 CRDi AWD	-	5	31995	16637	6-M	25	124	9.0	46.3	161	2199	197/3800	-	325/1750	-	1932	2500
D	KX-2 2.2 CRDi AWD Auto	-	5	33745	17547	6-A	25	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000
D	KX-3 2.2 CRDi AWD	-	5	35845	18639	6-M	26	124	9.0	46.3	161	2199	197/3800	-	325/1750	-	1932	2500
D	KX-3 2.2 CRDi AWD Auto	-	5	37600	19552	6-A	26	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000
D	KX-4 2.2 CRDi AWD Auto	-	5	41000	21320	6-A	28	124	9.6	42.2	177	2199	197/3800	-	325/1750	-	1953	2000

LAND ROVER

UK dealers: 117 **Warranty:** 3 years/Unlimited mileage
Servicing: 16,000miles (Defender 12,000miles)Discovery Sport & Evoque (21,000miles)

Defender

Rating ★★★

Ready for a museum podium as maker prepares 2015 replacement. Iconic go-anywhere hardware.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	90 Station Wagon	-	3	25265	13643	6-M	25	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887	3500
D	90 County Station Wagon	-	3	27305	14745	6-M	25	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887	3500
D	90 Heritage Edition Station Wagon	-	3	30900	16686	6-M	tba	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887	3500
D	90 XS Station Wagon	297	3	30505	16473	6-M	26	90	15.8	27.7	269	2198	121/3500	-	266/2000	-	1887	3500
D	90 Adventure Edition Station Wagon	-	3	43495	23487	6-M	tba	tba	tba	tba	tba	2198	148/tba	-	295/tba	-	tba	tba
D	90 Autobiography Edition Station Wagon	-	3	61845	33396	6-M	tba	tba	tba	tba	tba	2198	148/tba	-	295/tba	-	tba	tba
D	110 Station Wagon	-	5	27620	14915	6-M	27	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500
D	110 County Station Wagon	-	5	29550	15957	6-M	28	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500
D	110 Adventure Edition Station Wagon	-	5	43495	23487	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500
D	110 Heritage Edition Station Wagon	-	5	34200	18468	6-M	tba	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500
D	110 XS Station Wagon	-	5	33405	18039	6-M	28	90	15.8	25.5	295	2198	121/3500	-	266/2000	-	2062	3500

Discovery Sport

Rating ★★★★

The new name for the Freelander. Pushed upmarket, and more versatile, and it's pretty good to drive, too.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TD4 SE	-	5	30695	16575	6-M	tba	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000
D	2.0 TD4 SE Tech	-	5	32195	17385	6-M	tba	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000
D	2.0 TD4 HSE	-	5	35395	19113	6-M	tba	112	11.0	57.7	129	1999	148/3500	-	280/1750	-	1775	2000
D	2.0 TD4 SE	-	5	32395	17493	6-M	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2100
D	2.0 TD4 SE Auto	-	5	34200	18468	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
D	2.0 TD4 SE Tech	-	5	33895	18303	6-M	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2100
D	2.0 TD4 SE Tech Auto	-	5	35700	19278	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
D	2.0 TD4 HSE	-	5	37595	20301	6-M	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2100
D	2.0 TD4 HSE Auto	-	5	39400	21276	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
D	2.0 TD4 HSE Black Auto	-	5	41250	22275	9-A	tba	117	8.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200
D	2.0 TD4 HSE Luxury	-	5	41195	22245	6-M	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1874	2100
D	2.0 TD4 HSE Luxury Auto	-	5	43000	23220	9-A	tba	117	9.4	53.3	139	1999	177/4000	-	317/1750	-	1884	2200

Discovery

Rating ★★★★

One of, if not, the classiest and capable ways of carrying seven people in comfort both on and off-road.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 SDV6 SE	-	5	41600	25792	8-A	41	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
D	3.0 SDV6 SE Tech	-	5	47500	29450	8-A	43	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
D	3.0 SDV6 HSE	-	5	54500	33790	8-A	41	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500
D	3.0 SDV6 HSE Luxury	329	5	59970	37181	8-A	42	112	8.8	36.7	203	2993	252/4000	-	443/2000	-	2622	3500

New Range Rover Evoque

Rating ★★★★½

Most desirable and classiest compact SUV about, boasting a superb driving experience and great quality.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 eD4 SE	-	5	30200	17516	6-M	tba	113	10.6	65.6	113	1999	148/4000	-	317/1500	-	1551	1500
D	2.0 TD4 SE	-	5	32800	19024	6-M	tba	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679	1800
D	2.0 TD4 SE Auto	-	3	34600	20068	9-A	tba	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690	2000
D	2.0 eD4 SE Tech	-	5	32200	18676	6-M	tba	113	10.6	65.6	113	1999	148/4000	-	317/1500	-	1551	1500
D	2.0 TD4 SE Tech	-	5	34800	20184	6-M	tba	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679	1800
D	2.0 TD4 SE Tech Auto	-	3	36600	21228	9-A	tba	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690	2000
D	2.0 TD4 HSE Dynamic	-	5	40500	23490	6-M	tba	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679	1800

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTRIC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)
POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTRIC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TD4 HSE Dynamic Auto	-	3	42300	24534	9-A	tba	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690	2000
D	2.0 TD4 HSE Dynamic Lux	-	5	46000	26680	6-M	tba	124	9.5	59.4	125	1999	177/4000	-	317/1500	-	1679	1800
D	2.0 TD4 HSE Dynamic Lux Auto	-	3	47800	27724	9-A	tba	121	8.5	55.3	134	1999	177/4000	-	317/1500	-	1690	2000
D	Coupé 2.0 eD4 SE Tech	-	3	32200	19320	6-M	tba	113	10.6	68.8	113	1999	148/4000	-	317/1500	-	1551	1500
D	Coupé 2.0 TD4 SE Tech Auto	-	3	36600	21228	9-A	tba	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690	2000
D	Coupé 2.0 TD4 HSE Dynamic Auto	-	3	42300	24534	9-A	tba	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690	2000
D	Coupé 2.0 TD4 HSE Dynamic Lux Auto	-	3	47800	27724	9-A	tba	121	8.5	57.6	129	1999	177/4000	-	317/1500	-	1690	2000

Range Rover Sport
Rating ★★★★½

Earns its Sport name much more this time around. Based on the full-fat Range Rover, but with a sportier twist.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 SDV6 HSE	-	5	61950	32214	8-A	43	130	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
D	3.0 SDV6 HSE Dynamic	317	5	67150	34918	8-A	43	140	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
D	3.0 SDV6 Autobiography Dynamic	-	5	77850	40482	8-A	45	140	6.8	40.4	185	2993	302/4000	-	516/1500	-	2184	3500
DE	3.0 SDV6 Hybrid Autobiography Dynamic	-	5	84350	43862	8-A	47	140	6.4	45.6	164	2993	288/4000	47	443/2000	125	2428	3000
D	4.4 SDV8 Autobiography Dynamic	-	5	84350	40488	8-A	47	135	6.5	33.6	219	4367	335/3500	-	546/1750	-	2434	3500

Range Rover
Rating ★★★★½

The ultimate expression in off and on-road luxury. Exquisitely finished and more economical.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.0 TDV6 Vogue	-	5	74950	38974	8-A	48	130	7.4	40.9	182	2993	255/4000	-	443/2000	-	2215	3500
D	3.0 TDV6 Vogue SE	312	5	81850	42562	8-A	48	130	7.4	40.9	182	2993	255/4000	-	443/2000	-	2215	3500
D	3.0 TDV6 Autobiography	-	5	91150	47398	8-A	50	130	7.4	40.9	182	2993	255/4000	-	443/2000	-	2215	3500
DE	3.0 SDV6 Hybrid Autobiography	329	5	102450	53274	8-A	50	135	6.5	45.6	164	2993	288/4000	47	443/1500	125	2466	3000
D	4.4 SDV8 Vogue	-	5	81950	42614	8-A	50	130	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
D	4.4 SDV8 Vogue SE	320	5	88550	46046	8-A	50	130	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
D	4.4 SDV8 Autobiography	-	5	98550	51246	8-A	50	130	6.5	33.6	219	4367	335/3500	-	546/1750	-	2467	3500
DE	LWB 3.0 SDV6 Hybrid Autobiography	-	5	110150	57278	8-A	50	135	6.5	45.6	164	2993	288/4000	47	443/1500	125	2539	3000
D	LWB 4.4 SDV8 Autobiography	323	5	106250	55250	8-A	50	130	6.6	33.6	219	4367	335/3500	-	546/1750	-	2560	3500
D	LWB 4.4 SDV8 Holland & Holland	-	5	180000	93600	8-A	50	130	6.6	33.6	219	4367	335/3500	-	546/1750	-	2560	3500

LEXUS
UK dealers: 50 **Warranty:** 3 years/60,000miles **Servicing:** 10,000miles

CT
Rating ★★★½

It's a Prius in a fancy frock. Excellent emissions and build, but so-so performance and dynamics remain.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	CT 200h S	-	5	21245	9348	CVT	19	112	10.3	78.5	82	1798	98/5200	80	105/2800	153	1370	0
PE	CT 200h SE	-	5	22745	10008	CVT	19	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h Advance	325	5	24245	10668	CVT	19	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h Luxury	-	5	24745	10888	CVT	20	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h Advance Plus	-	5	25495	11218	CVT	20	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h F-Sport	-	5	26995	11878	CVT	20	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0
PE	CT 200h Premier	-	5	29745	13088	CVT	21	112	10.3	68.9	94	1798	98/5200	80	105/2800	153	1410	0

IS
Rating ★★★½

Sharp looking compact exec to go up against the BMW 3 Series. No diesel, just hybrid power this time around.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	IS 300h SE	-	4	28995	13338	CVT	31	125	8.4	67.3	97	2494	178/6000	141	163/4200	221	1620	0
PE	IS 300h Executive Edition	-	4	29995	13798	CVT	32	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h Luxury	-	4	30995	14258	CVT	32	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h Advance	-	4	31495	14488	CVT	tba	125	8.4	65.7	101	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h F Sport	-	4	32495	14948	CVT	32	125	8.4	61.4	107	2494	178/6000	141	163/4200	221	1620	750
PE	IS 300h Premier	316	4	36750	16905	CVT	33	125	8.4	61.4	107	2494	178/6000	141	163/4200	221	1620	750

NX
Rating ★★★★

Strikingly styled SUV with hybrid power, and based upon the Toyota RAV4. Dynamically, it's the best Lexus yet.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	NX 300h S	-	5	29495	14158	CVT	29	112	9.2	56.5	116	2494	153/5700	141	155/4200	199	1715	0
PE	NX 300h SE	-	5	31495	15118	CVT	31	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300 Luxury	-	5	34495	16558	CVT	31	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300h F Sport	333	5	36995	17758	CVT	32	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500
PE	NX 300h Premier	-	5	42995	20638	CVT	33	112	9.2	54.3	121	2494	153/5700	208	155/4200	199	1785	1500

RX
Rating ★★★½

Deeply green large SUV offering great refinement, low running costs and credible levels of kit.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	RX 450h SE	-	5	44495	21358	CVT	40	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Luxury	-	5	48495	23278	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Advance	-	5	48495	23278	CVT	44	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h F Sport	-	5	51995	24958	CVT	42	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000
PE	RX 450h Premier	303	5	55495	26638	CVT	41	124	7.8	44.8	145	3456	245/6000	232	234/4800	247	2110	2000

GS
Rating ★★★

Still slipstreaming BMW 5 Series for dynamic ability, but the GS is slicker and more refined than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	GS 300h SE	-	4	31495	14488	CVT	31	119	9.2	60.1	109	2494	178/6000	141	163/4200	221	1730	0
PE	GS 300h Luxury	-	4	37495	17248	CVT	32	119	9.2	57.6	113	2494	178/6000	141	163/4200	221	1735	500
PE	GS 300h F Sport	321	4	41745	19203	CVT	33	119	9.2	56.5	115	2494	178/6000	141	163/4200	221	1735	500
PE	GS 300h Premier	-	4	43745	20123	CVT	33	119	9.2	57.6	113	2494	178/6000	141	163/4200	221	1735	500
PE	GS 450h Luxury	-	4	45495	20928	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500
PE	GS 450h F Sport	302	4	51495	23688	CVT	42	156	5.9	45.6	145	3456	288/6000	197	260/4500	203	1825	1500
PE	GS 450h Premier	-	4	51495	23688	CVT	42	156	5.9	46.3	141	3456	288/6000	197	260/4500	203	1825	1500

LS
Rating ★★★

Hybrid power brings down running costs a little. Filled to the brim with gadgets, but isn't exactly cheap.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	LS 600h L Premier	313	4	99995	49998	CVT	50	155	6.3	32.8	199	4969	389/6400	221	384/4000	221	2370	0

MASERATI
UK dealers: 18 **Warranty:** 3 years/62,500miles **Servicing:** 12,500miles

Ghibli
Rating ★★★★

The first diesel in Maserati's history. Great to drive, it makes an interesting to the default premium choice.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	325	4	49160	27530	8-A	tba	155	6.3	47.9	158	2987	271/4000	-	443/2000	-	1835	0

Quattroporte
Rating ★★★★

The first diesel in Maserati's history. Great to drive, it makes an interesting to the default premium choice.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	331	4	69235	38772	8-A	tba	155	6.3	45.6	163	2987	271/4000	-	443/2000	-	1990	0

MAZDA
UK dealers: 137 **Warranty:** 3 years/60,000miles **Servicing:** 12,500miles

New 2
Rating ★★★★

Mazda's smallest car returns to the diesel fold with an engaging driving experience and economical engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE-L Diesel	-	5	15995	6718	6-M	15	111	10.1	83.1	89	1499	103/4000	-	162/1400	-	1115	900
D	Sport Diesel	-	5	16995	7138	6-M	15	111	10.1	83.1	89	1499	103/4000	-	162/1400	-	1115	900

3
Rating ★★★★

Frugal hatch and saloon that's neatly styled and great to drive. Lots of kit for your money, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE Diesel	-	5	19645	7858	6-M	23	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	SE-L Diesel	-	5	21145	8458	6-M	24	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	SE-L Diesel Auto	-	5	22345	8938	6-A	24	125	9.0	58.9	127	2191	148/4500	-	280/1800	-	1480	1500
D	Sport Nav Diesel	320	5	22545	9018	6-M	24	130	8.1	68.9	107	2191	148/4500	-	280/1800	-	1470	1500
D	Sport Nav Diesel Auto	-	5	23745	9498	6-A	24	125	9.7	58.9	127	2191	148/4500	-	280/1800	-	1480	1500
D	Fastback SE Diesel	-	4	19645	7858	6-M	23	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500
D	Fastback SE-L Diesel	-	4	21145	8458	6-M	24	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500
D	Fastback Sport Nav Diesel	325	4	22545	9018	6-M	24	132	8.0	72.4	104	2191	148/4500	-	280/1800	-	1458	1500

5
Rating ★★★½

Case study in how to build a stylish MPV. Drives well too, though cabin needs an upgrade.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Sport Venture Diesel	-	5	21895	10510	6-M	16	111	13.7	54.3	138	1560	114/3600	-	199/1750	-	1505	1200

New 6
Rating ★★★★½

Cracking styling ensures new 6 stands out in the company car crowd. It's good to drive, and the estate's even cooler.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE Diesel	-	4	22295	10256	6-M	21	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
D	SE-L Diesel	-	4	23295	10716	6-M	19	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
D	SE-L Diesel Auto	-	4	24495	11268	6-A	19	127	9.8	58.9	127	2191	148/4500	-	280/1800	-	1587	1600
D	Sport Nav Diesel	-	4	26395	12142	6-M	21	130	9.1	68.9	107	2191	148/4500	-	280/1800	-	1568	1600
D	Sport Nav Diesel	-	4	26795	12326	6-M	23	139	7.9	62.8	119	2191	173/4500	-	310/2000	-	1590	1600
D	Sport Nav Diesel Auto	-	4	27995	12878	6-A	23	134	8.4	58.9	127	2191	173/4500	-	310/2000	-	1600	1600
D	Tourer SE Diesel	-	5	23095	10624	6-M	21	130	9.3	67.3	110	2191	148/4500	-	280/1800	-	1583	1600
D	Tourer SE-L Diesel	-	5	24095	11084	6-M	19	130	9.3	67.3	110	2191	148/4500	-	280/1800	-	1583	1600
D	Tourer SE-L Diesel Auto	-	5	25295	11636	6-A	19	126	10.0	57.6	129	2191	148/4500	-	280/1800	-	1604	1600
D	Tourer Sport Nav Diesel	-	5	27195	12510	6-M	21	130	9.2	64.2	116	2191	148/4500	-	280/1800	-	1583	1600
D	Tourer Sport Nav Diesel	-	5	27595	12694	6-M	23	137	8.0	61.4	121	2191	173/4500	-	310/2000	-	1602	1600
D	Tourer Sport Nav Diesel Auto	-	5	28795	13246	6-A	23	134	8.6	57.6	129	2191	173/4500	-	310/2000	-	1618	1600

CX-3
Rating ★★★★½

One of the best compact crossover vehicles on the market. It's frugal, silky smooth to drive and looks great.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2WD SE Diesel	-	5	18995	11397	6-M	15	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
D	2WD SE-L Diesel	-	5	20395	12237	6-M	13	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
D	2WD Sport Nav Diesel	-	5	21895	13137	6-M	15	110	10.1	70.6	105	1499	103/4000	-	199/1600	-	1275	1200
D	AWD Sport Nav Diesel	-	5	23395	14037	6-M	15	107	10.5	60.1	123	1499	103/4000	-	199/1600	-	1350	1200
D	AWD Sport Nav Diesel Auto	-	5	24695	14817	6-A	15	107	11.9	54.3	136	1499	103/4000	-	199/1600	-	1370	1200

New CX-5
Rating ★★★★

One of the best medium crossovers about, with velvety performance, particularly from the engine. Affordable to run, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2WD SE-L Diesel	-	5	24095	14457	6-M	18	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
D	2WD SE-L Diesel Auto	-	5	25395	15237	6-A	18	123	10.0	53.3	139	2191	148/4500	-	280/1800	-	1624	2000
D	AWD SE-L Diesel	-	5	25995	15597	6-M	17	122	9.4	54.3	136	2191	148/4500	-	280/1800	-	1688	2000
D	AWD SE-L Diesel Auto	-	5	27195	16317	6-A	17	121	10.2	51.4	144	2191	148/4500	-	280/1800	-	1703	2000
D	2WD SE-L Lux Diesel	-	5	25695	15417	6-M	20	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
D	2WD Sport Nav Diesel	-	5	27195	16317	6-M	19	126	9.2	61.4	119	2191	148/4500	-	280/1800	-	1628	2000
D	AWD Sport Nav Diesel	-	5	29395	18813	6-M	21	129	8.8	54.3	136	2191	173/4500	-	310/2000	-	1688	2000
D	AWD Sport Nav Diesel Auto	-	5	30595	19581	6-A	21	127	9.4	51.4	144	2191	173/4500	-	310/2000	-	1703	2000

MERCEDES-BENZ
UK dealers: 125 **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

A-Class
Rating ★★★★

Quirky looks have been abandoned in favour of a great mainstream hatch that's satisfying to drive and own.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	A 180 CDI SE	-	5	21790	9152	6-M	tba	118	11.3	76.4	98	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI SE Auto	-	5	23240	9761	7-A	15	118	11.6	76.4	98	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI Sport	-	5	22785	9570	6-M	16	118	11.3	70.6	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI Sport Auto	-	5	24235	10179	7-A	16	118	11.6	tba	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI Sport Edition	-	5	23480	9862	6-M	17	118	11.3	70.6	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI Sport Edition Auto	-	5	24930	10471	7-A	17	118	11.6	tba	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI AMG Sport	-	5	24035	10095	6-M	16	118	11.3	70.6	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI AMG Sport Auto	-	5	25485	10704	7-A	16	118	11.6	tba	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 180 CDI AMG Night Edition	-	5	26030	10933	6-M	18	118	11.3	70.6	102	1461	107/4000	-	192/1750	-	1395	1200
D	A 180 CDI AMG Night Edition Auto	-	5	27480	11542	7-A	18	118	11.6	tba	101	1461	107/4000	-	192/1750	-	1425	1200
D	A 200 CDI Sport	-	5	23860	10021	6-M	21	130	9.3	tba	111	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI Sport Auto	-	5	25310	10630	7-A	21	130	9.2	tba	103	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI Sport Edition	-	5	24555	10313	6-M	21	130	9.3	tba	111	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI Sport Edition Auto	-	5	26005	10922	7-A	21	130	9.2	tba	103	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI AMG Sport	-	5	25110	10546	6-M	22	130	9.3	tba	111	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI AMG Sport Auto	-	5	26560	11155	7-A	22	130	9.2	tba	103	2143	134/3400	-	221/1400	-	1485	1500
D	A 200 CDI AMG Night Edition	-	5	27105	11384	6-M	22	130	9.3	tba	111	2143	134/3400	-	221/1400	-	1465	1500
D	A 200 CDI AMG Night Edition Auto	-	5	28555	11993	7-A	22	130	9.2	tba	103	2143	134/3400	-	221/1400	-	1485	1500
D	A 220 CDI AMG Sport Auto	307	5	27760	11659	7-A	25	137	8.2	tba	107	2143	168/3400	-	258/1400	-	1485	0
D	A 220 CDI AMG Night Edition Auto	-	5	29755	12497	7-A	25	137	8.2	tba	107	2143	168/3400	-	258/1400	-	1485	0

TOP5
SLOWEST DIESEL CARS TO 62MPH



1	Hyundai i800 SE 2.5 CRDi	17.6 secs
2 =	Fiat 500L Trekking 1.3 MultiJet Dualogic	16.1 secs
2 =	Kia Rio 1 1.1 CRDi 5-door	16.1 secs
4 =	Fiat 500L MPW Pop Star/Lounge 1.3 MultiJet Dualogic	16.0 secs
4 =	Hyundai i20 S Blue 1.1 CRDi	16.0 secs
4 =	Hyundai i20 SE 1.1 CRDi	16.0 secs

New B-Class
Rating ★★★★

Merc says it's its most significantly changed model ever. We agree. It's now rather good.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	B 180 CDI SE	-	5	22575	9482	6-M	15	118	11.6	70.6	104	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI SE Auto	-	5	24025	10091	7-A	15	118	11.9	70.6	104	1461	107/4000	-	192/1750	-	1450	1200
D	B 180 CDI Sport	-	5	23170	9731	6-M	16	118	11.6	68.9	107	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI Sport Auto	-	5	24620	10340	7-A	16	118	11.9	68.9	107	1461	107/4000	-	192/1750	-	1450	1200
D	B 180 CDI AMG Line	-	5	24465	10275	6-M	16	118	11.6	68.9	107	1461	107/4000	-	192/1750	-	1420	1200
D	B 180 CDI AMG Line Auto	-	5	25915	10884	7-A	16	118	11.9	68.9	107	1461	107/4000	-	192/1750	-	1450	1200
D	B 200 CDI SE	-	5	23650	9933	6-M	19	130	9.9	tba	109	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI SE Auto	-	5	25100	10542	7-A	19	130	9.8	70.6	104	2143	134/3200	-	221/1400	-	1505	1500
D	B 200 CDI Sport	-	5	24245	10183	6-M	21	130	9.9	tba	112	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI Sport Auto	-	5	25695	10792	7-A	21	130	9.8	tba	106	2143	134/3200	-	221/1400	-	1505	1500
D	B 200 CDI AMG Line	-	5	25540	10727	6-M	21	130	9.9	tba	112	2143	134/3200	-	221/1400	-	1485	1500
D	B 200 CDI AMG Line Auto	-	5	26990	11336	7-A	21	130	9.8	tba	106	2143	134/3200	-	221/1400	-	1505	1500
D	B 220 CDI Sport Auto	-	5	27125	11393	7-A	24	139	8.3	tba	108	2143	174/3600	-	258/1400	-	1505	1500
D	B 220 CDI AMG Line Auto	-	5	28420	11936	7-A	24	139	8.3	tba	108	2143	174/3600	-	258/1400	-	1505	1500
D	B 220 CDI 4MATIC Sport Auto	-	5	28625	12023	7-A	23	137	8.3	56.5	130	2143	174/3600	-	258/1400	-	1575	1500
D	B 220 CDI 4MATIC AMG Line Auto	-	5	29920	12566	7-A	23	137	8.3	56.5	130	2143	174/3600	-	258/1400	-	1575	1500
E	Electric Drive Sport	-	5	26950	tba	1-A	24	100	7.9	(124)	0	-	-	177	-	251	1725	0
E	Electric Drive Electric Art	-	5	27245	tba	1-A	24	100	7.9	(124)	0	-	-	177	-	251	1725	0

New C-Class
Rating ★★★★

Larger and more luxurious than before, with a stunning cabin, more frugal engines and better equipment.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C 200 d SE	-	4	29380	12927	6-M	24	135	9.7	72.4	101	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d SE Auto	-	4	30880	13587	7-A	24	134	10.2	65.7	111	1598	134/3800	-	236/1500	-	1505	1600
D	C 200 d Sport	-	4	31375	13805	6-M	25	135	9.7	72.4	101	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d Sport Auto	-	4	32875	14465	7-A	25	134	10.2	65.7	111	1598	134/3800	-	236/1500	-	1505	1600
D	C 200 d AMG Line	-	4	32870	14463	6-M	25	135	9.7	68.9	106	1598	134/3800	-	221/1500	-	1485	1600
D	C 200 d AMG Line Auto	-	4	34370	15123	7-A	25	134	10.2	62.8	116	1598	134/3800	-	236/1500	-	1505	1600
D	C 220 d SE	-	4	30175	13881	6-M	30	145	7.7	70.6	103	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d SE Auto	-	4	31675	14571	7-A	30	145	7.4	65.7	109	2143	168/3000	-	295/1400	-	1570	1800
D	C 220 d Sport	-	4	32170	14798	6-M	31	145	7.7	70.6	103	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d Sport Auto	-	4	33670	15488	7-A	31	145	7.4	65.7	109	2143	168/3000	-	295/1400	-	1570	1800
D	C 220 d AMG Line	-	4	33665	15486	6-M	31	145	7.7	67.3	108	2143	168/3000	-	295/1400	-	1550	1800
D	C 220 d AMG Line Auto	-	4	35165	16176	7-A	31	145	7.4	62.8	117	2143	168/3000	-	295/1400	-	1570	1800
D	C 250 d SE Auto	-	4	32830	15102	7-A	36	153	6.6	65.7	109	2143	201/3800	-	369/1600	-	1595	1800
D	C 250 d Sport Auto	-	4	34825	16020	7-A	37	153	6.6	65.7	109	2143	201/3800	-	369/1600	-	1595	1800
D	C 250 d AMG Line Auto	-	4	36320	16707	7-A	37	153	6.6	62.8	117	2143	201/3800	-	369/1600	-	1595	1800
DE	C 300 h SE Auto	-	4	35440	16302	7-A	36	152	6.4	78.5	94	2143	201/3800	27	369/1600	184	1715	1600
DE	C 300 h Sport Auto	-	4	37435	17220	7-A	37	152	6.4	78.5	94	2143	201/3800	27	369/1600	184	1715	1600
DE	C 300 h AMG Line Auto	-	4	38930	17908	7-A	37	152	6.4	74.3	100	2143	201/3800	27	369/1600	184	1715	1600
PE	C 350 e Sport Auto	-	4	33270	15304	7-A	38	155	5.9	134.5	48	1991	208/5500	80	258/1200	251	1780	1600
D	C 200 d SE Estate	-	5	30580	13455	6-M	24	133	10.1	65.7	109	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d SE Estate Auto	-	5	32080	14115	7-A	24	132	10.6	64.2	114	1598	134/3800	-	236/1500	-	1580	1600
D	C 200 d Sport Estate	-	5	32575	14333	6-M	25	133	10.1	65.7	111	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d Sport Estate Auto	-	5	34075	14993	7-A	25	132	10.6	64.2	114	1598	134/3800	-	236/1500	-	1580	1600
D	C 200 d AMG Line Estate	-	5	34070	14991	6-M	25	133	10.1	62.8	117	1598	134/3800	-	221/1500	-	1545	1600
D	C 200 d AMG Line Estate Auto	-	5	35570	15651	7-A	25	132	10.6	61.4	121	1598	134/3800	-	236/1500	-	1580	1600
D	C 220 d SE Estate	-	5	31375	14433	6-M	30	143	7.9	67.3	108	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d SE Estate Auto	-	5	32875	15123	7-A	30	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 d Sport Estate	-	5	33370	15350	6-M	31	143	7.9	67.3	108	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d Sport Estate Auto	-	5	34870	16040	7-A	31	142	7.6	64.2	114	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 d AMG Line Estate	-	5	34865	16038	6-M	31	143	7.9	64.2	113	2143	168/3000	-	295/1400	-	1595	1800
D	C 220 d AMG Line Estate Auto	-	5	36365	16728	7-A	31	142	7.6	62.8	119	2143	168/3000	-	295/1400	-	1615	1800
D	C 250 d SE Estate Auto	-	5	34030	15654	7-A	36	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	1800
D	C 250 d Sport Estate Auto	-	5	36025	16572	7-A	37	150	6.9	62.8	117	2143	201/3800	-	369/1600	-	1660	1800
D	C 250 d AMG Line Estate Auto	-	5	37520	17259	7-A	37	150	6.9	58.9	122	2143	201/3800	-	369/1600	-	1660	1800
DE	C 300 h Sport Estate Auto	-	5	38635	17772	7-A	37	148	6.7	74.3	99	2143	201/3800	27	369/1600	184	1765	1600
DE	C 300 h AMG Line Estate Auto	-	5	40130	18460	7-A	37	148	6.7	68.9	104	2143	201/3800	27	369/1600	184	1765	1600
PE	C 350 e Sport Estate Auto	-	5	34470	15856	7-A	38	153	6.2	134.5	49	1991	208/5500	80	258/1200	251	1840	1600

C-Class
Rating ★★★★☆

Merc injects more luxury and driving passion to its compact executive. Coupé looks pretty stylish.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	C 220 CDI Executive SE Coupé	-	2	31130	14320	6-M	34	144	8.4	68.9	109	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 CDI Executive SE Coupé Auto	-	2	32630	15010	7-A	34	144	8.1	57.7	128	2143	168/3000	-	295/1400	-	1630	1800
D	C 220 CDI AMG Sport Edition Coupé	-	2	32460	14932	6-M	38	144	8.4	55.4	133	2143	168/3000	-	295/1400	-	1615	1800
D	C 220 CDI AMG Sport Edition Coupé Auto	-	2	33960	15622	7-A	38	144	8.1	53.3	139	2143	168/3000	-	295/1400	-	1630	1800
D	C 250 CDI AMG Sport Edition Coupé	-	2	33515	15417	6-M	41	149	7.0	52.3	143	2143	201/3800	-	369/1600	-	1655	1800
D	C 250 CDI AMG Sport Edition Coupé Auto	-	2	35000	16100	7-A	41	149	7.1	53.3	139	2143	201/3800	-	369/1600	-	1660	1800

CLA-Class
Rating ★★★½☆

Kicks off a totally new segment with CLS-Class looks, combined with A-Class underpinnings.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	CLA 200 CDI Sport	-	4	26925	14001	6-M	27	137	9.9	tba	109	2143	134/3200	-	221/1400	-	1500	1500
D	CLA 200 CDI Sport Auto	-	4	28375	14755	7-A	27	137	9.8	tba	105	2143	134/3200	-	221/1400	-	1525	1500
D	CLA 200 CDI AMG Sport	-	4	29125	15145	6-M	29	137	9.9	tba	109	2143	134/3200	-	221/1400	-	1500	1500
D	CLA 200 CDI AMG Sport Auto	-	4	30575	15899	7-A	29	137	9.8	tba	105	2143	134/3200	-	221/1400	-	1525	1500
D	CLA 220 CDI Sport Auto	-	4	29775	14888	7-A	27	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
D	CLA 220 CDI AMG Sport Auto	315	4	31975	15988	7-A	28	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
D	CLA 220 CDI OrangeArt Auto	-	4	33975	16988	7-A	30	144	8.2	tba	109	2143	174/3400	-	258/1400	-	1525	1500
D	CLA 220 CDI 4Matic Sport Auto	-	4	31275	15638	7-A	29	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500
D	CLA 220 CDI 4Matic AMG Sport Auto	-	4	33475	16738	7-A	30	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500
D	CLA 220 CDI 4Matic OrangeArt Auto	-	4	35475	17738	7-A	30	143	8.2	58.9	123	2143	174/3400	-	258/1400	-	1580	1500
D	CLA 200 CDI Sport Shooting Brake	-	5	27775	14443	6-M	24	134	9.9	65.7	111	2143	134/3200	-	221/1400	-	1530	1500
D	CLA 200 CDI Sport Shooting Brake Auto	-	5	29225	15197	7-A	24	134	9.9	68.9	106	2143	134/3200	-	221/1400	-	1555	1500
D	CLA 200 CDI AMG Sport Shooting Brake	-	5	29975	15587	6-M	24	134	9.9	65.7	111	2143	134/3200	-	221/1400	-	1530	1500
D	CLA 200 CDI AMG Sport Shooting Brake Auto	-	5	31425	16341	7-A	24	134	9.9	68.9	106	2143	134/3200	-	221/1400	-	1555	1500
D	CLA 220 CDI Sport Shooting Brake Auto	-	5	30625	15313	7-A	27	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500
D	CLA 220 CDI AMG Sport Shooting Brake Auto	-	5	32825	16413	7-A	28	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500
D	CLA 220 CDI OrangeArt Shooting Brake Auto	-	5	34825	17413	7-A	30	142	8.3	67.3	108	2143	174/3400	-	258/1400	-	1555	1500

CLS-Class
Rating ★★★★☆

Revised with extra body jewellery and great efficiency. The CLS kicked off the four-door coupé trend.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	CLS 220 d AMG Line Auto	-	4	46500	19530	7-A	43	138	8.5	57.7	128	2143	174/3200	-	295/1400	-	1790	0
D	CLS 350 d AMG Line Auto	-	4	50695	20278	9-A	48	155	6.5	51.4	142	2987	255/3600	-	457/1600	-	1845	0
D	CLS 220 d AMG Line Shooting Brake Auto	-	5	48080	20194	7-A	41	133	8.8	56.5	132	2143	174/3200	-	295/1400	-	1845	2100
D	CLS 350 d AMG Line Shooting Brake Auto	-	5	52145	20858	9-A	48	152	6.6	49.6	149	2987	255/3600	-	457/1600	-	1935	2100

E-Class
Rating ★★★★☆

Keeps getting better. Still solid as ever, but now even more sensible for running costs. Estate huge.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	E 220 BlueTEC SE Auto	-	4	34870	13948	7-A	33	141	8.4	64.2	114	2143	174/3200	-	295/1400	-	1760	2000
D	E 220 BlueTEC AMG Night Edition Auto	-	4	37565	15026	7-A	tba	141	8.4	tba	121	2143	174/3200	-	295/1400	-	1760	2000
D	E 250 CDI SE Auto	-	4	37420	15716	7-A	38	150	7.5	57.7	129	2143	201/3800	-	369/1600	-	1845	2000
D	E 250 CDI AMG Night Edition Auto	-	4	40245	16903	7-A	tba	150	7.5	55.4	134	2143	201/3800	-	369/1600	-	1845	2000
DE	E 300 BlueTEC Hybrid SE Auto	333	4	40480	18621	7-A	41	150	7.1	68.9	107	2143	201/4200	27	369/1600	207	1845	300
DE	E 300 BlueTEC Hybrid AMG Night Edition Auto	-	4	43175	19861	7-A	tba	150	7.1	67.3	110	2143	201/4200	27	369/1600	207	1845	300
D	E 350 BlueTEC AMG Night Edition Auto	-	4	42010	19325	9-A	tba	155	6.4	54.3	136	2987	255/3400	-	457/1600	-	1885	2100
D	E 220 BlueTEC SE Estate Auto	-	5	36660	14664	7-A	33	136	8.8	60.1	124	2143	174/3200	-	295/1400	-	1760	2100
D	E 220 BlueTEC AMG Night Edition Estate Auto	-	5	39355	15742	7-A	tba	136	8.8	tba	130	2143	174/3200	-	295/1400	-	1760	2100
D	E 250 CDI SE Estate Auto	-	5	39355	18103	7-A	38	144	7.8	51.4	143	2143	201/3800	-	369/1600	-	1885	2100
D	E 250 CDI AMG Night Edition Estate Auto	-	5	42050	19343	7-A	tba	144	7.8	51.4	145	2143	201/3800	-	369/1600	-	1885	2100
DE	E 300 BlueTEC Hybrid SE Estate Auto	-	5	42270	19444	7-A	41	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
DE	E 300 BlueTEC Hybrid AMG Night Edition Estate Auto	-	5	44965	20684	7-A	tba	144	7.4	64.2	114	2143	201/4200	27	369/1600	207	1955	300
D	E 350 BlueTEC AMG Night Edition Estate Auto	-	5	43815	20155	9-A	tba	155	6.6	51.4	143	2987	255/3400	-	457/1600	-	1955	2100
D	E 350 BlueTEC AMG Line Estate Auto	-	5	43015	19787	9-A	43	155	6.6	51.4	142	2987	255/3400	-	457/1600	-	1955	2100
D	E 220 BlueTEC AMG Line Coupé Auto	-	2	39310	18869	7-A	35	145	8.3	58.9	126	2143	174/3200	-	295/1400	-	1735	1800
D	E 250 CDI AMG Line Coupé Auto	-	2	40930	19646	7-A	40	153	7.3	57.7	129	2143	201/3800	-	369/1600	-	1735	0
D	E 350 BlueTEC AMG Line Coupé Auto	-	2	42625	21313	9-A	44	155	6.2	53.3	140	2987	255/3400	-	457/1600	-	1785	0
D	E 220 BlueTEC AMG Line Cabriolet Auto	-	2	42810	20549	7-A	37	143	8.7	56.5	131	2143	174/3200	-	295/1400	-	1845	1800
D	E 250 CDI AMG Line Cabriolet Auto	-	2	44300	21264	7-A	42	151	7.7	57.7	128	2143	201/3800	-	369/1600	-	1845	0
D	E 350 BlueTEC AMG Line Cabriolet Auto	-	2	46010	23005	9-A	46	155	6.5	50.4	146	2987	255/3400	-	457/1600	-	1915	0

GLA-Class
Rating ★★★★☆

Compact crossover based on the A-Class. Decent to drive, beautifully finished, well kitted out, and keenly priced.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GLA 200 CDI Sport	-	5	26265	13658	6-M	19	127	10.0	67.3	110	2143	134/3200	-	221/1400	-	1505	1500
D	GLA 200 CDI Sport Auto	-	5	27715	14412	7-A	19	127	9.9	65.7	108	2143	134/3200	-	221/1400	-	1535	1500
D	GLA 200 CDI AMG Line	-	5	27265	14178	6-M	21	127	10.0	64.2	115	2143	134/3200	-	221/1400	-	1505	1500
D	GLA 200 CDI AMG Line Auto	327	5	28715	14932	7-A	21	127	9.9	64.2	115	2143	134/3200	-	221/1400	-	1535	1500
D	GLA 200 CDI 4MATIC Sport Auto	-	5	29215	15192	7-A	19	124	9.9	58.9	127	2143	134/3400	-	221/1400	-	1595	1800
D	GLA 200 CDI 4MATIC AMG Line Auto	-	5	30215	15712	7-A	19	124	9.9	56.5	130	2143	134/3400	-	221/1400	-	1595	1800
D	GLA 220 CDI 4MATIC Sport Auto	-	5	30645	15935	7-A	23	134	8.3	58.9	127	2143	168/3400	-	258/1400	-	1595	1800
D	GLA 220 CDI 4MATIC AMG Line Auto	-	5	31645	16455	7-A	25	134	8.3	56.5	130	2143	168/3400	-	258/1400	-	1595	1800

GLE-Class
Rating COMING SOON

Merc takes on the X5 and X6 with a pair of GLE models. Said to be more dynamic than the M-Class, we've yet to try them.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GLE 250 d 4MATIC Sport Auto	-	5	49280	27597	9-A	tba	132	8.6	47.9	155	2143	201/3800	-	369/1600	-	2150	2900
D	GLE 250 d 4MATIC AMG Line Auto	-	5	51680	28941	9-A	tba	132	8.6	47.1	156	2143	201/3800	-	369/1600	-	2150	2900
D	GLE 350 d 4MATIC AMG Line Auto	-	5	56280	31517	9-A	tba	140	7.1	42.8	179	2987	255/3400	-	457/1600	-	2175	3500
D	GLE 350 d 4MATIC designo Line Auto	-	5	65575	36722	9-A	tba	140	7.1	42.8	179	2987	255/3400	-	457/1600	-	2175	3500
PE	GLE 500 e 4MATIC AMG Line Auto	-	5	64995	36397	7-A	tba	152	5.3	76.4	84	2996	329/5250	114	354/1600	251	2465	2000
PE	GLE 500 e 4MATIC designo Line Auto	-	5	74290	41602	7-A	tba	152	5.3	76.4	84	2996	329/5250	114	354/1600	251	2465	2000
D	GLE 350 d 4MATIC AMG Line Coupé Auto	-	5	60675	26697	9-A	tba	140	7.0	39.2	187	2987	255/3400	-	457/1600	-	2250	2900
D	GLE 350 d 4MATIC designo Line Coupé Auto	-	5	69970	30787	9-A	tba	140	7.0	39.2	187	2987	255/3400	-	457/1600	-	2250	2900

G-Class
Rating ★★½☆☆

Rewinds the clock to 1979. Classic 4x4 with a mild makeover, including a new cabin. Shouts money, and fab off-road.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	G 350 BlueTEC 4MATIC	-	5	86445	38036	7-A	tba	108	9.1	25.2	295	2987	208/3400	-	398/1600	-	2570	3500

GL-Class
Rating ★★★½☆

You think you own the road? You'll need to with this seven-seater as it's so vast. Latest model plusher than ever.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GL 350 BlueTEC 4MATIC AMG Sport	317	5	61655	27128	7-A	49	137	7.9	36.2	205	2987	255/3600	-	457/1600	-	2455	3500

M-Class
Rating ★★★★☆

Downsized engines bring extra frugality to the M-Class. It's great to drive too, and not badly priced.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	ML 250 BlueTEC 4MATIC SE Executive	-	5	48190	21204	7-A	38	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
D	ML 250 BlueTEC 4MATIC AMG Line	-	5	50850	22374	7-A	41	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
D	ML 350 BlueTEC 4MATIC SE Executive	-	5	51340	22590	7-A	43	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500
D	ML 350 BlueTEC 4MATIC AMG Line	-	5	54000	23760	7-A	45	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500

S-Class
Rating ★★★★½

The most technically advanced car in the world, and a barometer before the tech filters down to more mundane models.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
DE	S 300 h AMG Line L Auto	328	4	73375	29350	7-A	47	155	7.6	61.4	120	2143	201/3800	27	369/1600	184	2035	0
D	S 350 d AMG Line Auto	-	4	68990	27596	7-A	49	155	6.8	47.9	154	2987	255/3600	-	457/1600	-	1955	2100
D	S 350 d SE Line L Auto	324	4	67995	27198	7-A	49	155	6.8	50.4	148	2987	255/3600	-	457/1600	-	1975	2100
D	S 350 d AMG Line L Auto	-	4	71990	28796	7-A	50	155	6.8	47.1	157	2987	255/3600	-	457/1600	-	1975	2100
PE	S 400 h SE Line L Auto	-	4	72020	28808	7-A	49	155	6.8	42.2	154	3498	302/6500	27	273/3500	184	1945	0
PE	S 400 h AMG Line L Auto	-	4	75980	30392	7-A	49	155	6.8	40.4	161	3498	302/6500	27	273/3500	184	1945	0
PE	S 500 e AMG Line L Auto	-	4	84290	33716	7-A	50	155	5.2	100.9	65	2996	329/5250	114	354/1600	251	2215	0

SLK-Class
Rating ★★★★☆

Beautifully crafted, rock-solid but lithe, the SLK reaches out for men to love it as much as women do. And they will!

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SLK 250 d Auto	-	2	33020	14529	9-A	45	152	6.6	70.6	114	2143	201/3800	-	369/1600	-	1605	0
D	SLK 250 d AMG Sport Auto	-	2	37020	16289	9-A	45	152	6.6	70.6	114	2143	201/3800	-	369/1600	-	1605	0

V-Class
Rating ★★★★☆

After a long wait for UK sales, it's finally here. Takes a large leap upmarket, and is better to drive than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	V 220 BlueTEC SE Auto	-	5	41845	24270	7-A	31	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2100	2500
D	V 220 BlueTEC Sport Auto	-	5	44340	25717	7-A	33	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2100	2500
D	V 250 BlueTEC SE Auto	-	5	43520	25242	7-A	32	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2105	2500
D	V 250 BlueTEC Sport Auto	-	5	46015	26689	7-A	34	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2105	2500
D	V 220 BlueTEC SE Extra Long Auto	-	5	43380	26028	7-A	33	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2150	2500
D	V 220 BlueTEC Sport Extra Long Auto	-	5	45875	27525	7-A	37	121	11.8	45.8	163	2143	161/3800	-	280/1400	-	2150	2500
D	V 250 BlueTEC SE Extra Long Auto	-	5	45055	27033	7-A	36	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2155	2500
D	V 250 BlueTEC Sport Extra Long Auto	-	5	47550	28530	7-A	38	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2155	2500

MG
UK dealers: 62 **Warranty:** 3 years/60,000miles **Servicing:** 15,000miles

New 6
Rating ★★★½☆

Best value medium car bar none. Better engineered and more frugal than before, with an incredibly low list price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.9 DTi	-	5	13995	5598	6-M	tba	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1521	1600
D	TS 1.9 DTi	-	5	16195	6478	6-M	tba	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1530	1600
D	TL 1.9 DTi	337	5	17995	7198	6-M	tba	120	8.4	61.4	119	1849	148/4000	-	258/1800	-	1539	1600

MINI
UK dealers: 145 **Warranty:** 3 years/Unlimited mileage **Servicing:** Variable schedule

New Hatch
Rating ★★★★½

Like a cheeky caricature of the winning MINI formula. More frugal, better quality and only marginally costlier.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	One D	-	3	14890	8636	6-M	11	118	11.0	83.1	89	1496	94/4000	-	162/1500	-	1190	0
D	Cooper D	329	3	16450	9541	6-M	15	127	9.2	80.7	92	1496	114/4000	-	199/1750	-	1210	0
D	Cooper D Auto	-	3	17720	10278	6-A	15	127	9.2	76.3	98	1496	114/4000	-	199/1750	-	1225	0
D	Cooper SD	-	3	19450	11281	6-M	23	141	7.3	70.6	106	1995	168/4000	-	266/1500	-	1250	0
D	Cooper SD Auto	332	3	21075	12224	6-A	23	140	7.2	70.6	104	1995	168/4000	-	266/1500	-	1265	0
D	One D	-	5	15490	8984	6-M	11	116	11.4	80.7	92	1496	94/4000	-	162/1500	-	1290	0
D	Cooper D	331	5	17050	9889	6-M	15	126	9.4	78.5	95	1496	114/4000	-	199/1750	-	1265	0
D	Cooper D Auto	-	5	18320	10626	6-A	15	125	9.5	74.3	99	1496	114/4000	-	199/1750	-	1280	0
D	Cooper SD	-	5	20050	11629	6-M	23	140	7.4	68.9	109	1995	168/4000	-	266/1500	-	1305	0
D	Cooper SD Auto	-	5	21675	12572	6-A	23	139	7.3	68.9	107	1995	168/4000	-	266/1500	-	1325	0

Convertible
Rating ★★★★☆

Diesel power with drop-top fun. It's a real hoot to drive in a pint-sized package and its frugal too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cooper D	286	2	18910	9455	6-M	19	121	10.3	70.6	105	1598	110/4000	-	199/1750	-	1275	0
D	Cooper D Auto	-	2	20125	10063	6-A	19	118	10.7	53.3	140	1995	110/4000	-	199/1750	-	1300	0
D	Cooper D Highgate	-	2	22070	11035	6-M	21	121	10.3	70.6	105	1598	110/4000	-	199/1750	-	1275	0
D	Cooper D Highgate Auto	-	2	23285	11643	6-A	21	118	10.7	53.3	140	1995	110/4000	-	199/1750	-	1300	0
D	Cooper SD	-	2	21730	10865	6-M	23	130	8.7	62.8	118	1995	141/4000	-	225/1750	-	1325	0
D	Cooper SD Auto	-	2	23035	11518	6-A	23	126	8.9	52.3	143	1995	141/4000	-	225/1750	-	1340	0
D	Cooper SD Highgate	-	2	24760	12380	6-M	24	130	8.7	62.8	118	1995	141/4000	-	225/1750	-	1325	0
D	Cooper SD Highgate Auto	-	2	26065	13033	6-A	24	126	8.9	52.3	143	1995	141/4000	-	225/1750	-	1340	0

Coupé
Rating ★★★★☆

Zingy drive, skateboard ride and everyone pointing... Beware though, some are laughing at the oddball roof.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cooper SD	292	2	20710	12012	6-M	22	134	7.9	65.7	114	1995	141/4000	-	225/1750	-	1250	0
D	Cooper SD Auto	-	2	22000	12760	6-A	22	128	8.2	53.3	139	1995	141/4000	-	225/1750	-	1270	0

Roadster
Rating ★★★★☆

All the fun of the coupé, but with wind-in-the-hair thrills and a more balanced silhouette.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cooper SD	302	2	21860	12679	6-M	24	132	8.1	62.8	118	1995	141/4000	-	225/1750	-	1275	0
D	Cooper SD Auto	-	2	23165	13436	6-A	24	127	8.3	52.3	143	1995	141/4000	-	225/1750	-	1290	0

ACRONYM ATTACK



WHAT DOES VED STAND FOR?

Guessing what VED means can be very taxing, literally. It's because it stands for 'Vehicle Excise Duty', which up until last year bought you the annual tax disc. The requirement to display a tax disc may have been abolished, but the obligation to pay the fee each year hasn't, and it can cost anything up to £1,100 for the first year when the car is brand new, through to £505 for subsequent years, though many low emissions cars are actually exempt. The amount you pay each year depends on a number of factors, including the age of the vehicle, and latterly CO_2 emissions. More information on how much needs to be paid for any given vehicle is available at www.gov.uk/calculate-vehicle-tax-rates.

Countryman
Rating ★★★★☆

Scoffed at as a MINI too far due to its size, but critics need to drive this family-pack option - it's still a hoot to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	One D	-	5	17990	8995	6-M	13	106	12.9	67.3	111	1598	89/4000	-	159/1750	-	1385	0
D	Cooper D	-	5	19740	9870	6-M	18	116	10.9	67.3	111	1598	110/4000	-	199/1750	-	1385	800
D	Cooper D Auto	-	5	20970	10485	6-A	18	112	11.3	50.4	148	1995	110/4000	-	199/1750	-	1410	1200
D	Cooper D ALL4	332	5	20940	10470	6-M	16	112	11.6	60.1	123	1598	110/4000	-	199/1750	-	1465	800
D	Cooper D ALL4 Auto	-	5	22205	11103	6-A	16	110	11.9	47.9	155	1995	110/4000	-	199/1750	-	1490	1200
D	Cooper SD	-	5	22610	11305	6-M	20	124	9.2	62.8	119	1995	141/4000	-	225/1750	-	1395	800
D	Cooper SD Auto	-	5	23900	11950	6-A	20	122	9.4	49.6	149	1995	141/4000	-	225/1750	-	1425	1200
D	Cooper SD ALL4	-	5	23830	11915	6-M	20	122	9.3	58.9	126	1995	141/4000	-	225/1750	-	1480	800
D	Cooper SD ALL4 Auto	-	5	25155	12578	6-A	20	121	9.4	47.9	156	1995	141/4000	-	225/1750	-	1505	1200

Paceman
Rating ★★★½☆

A cynic might say it's just a three-door Countryman, and err, it is... trapped up a niche cul-de-sac.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cooper D	-	3	20210	10105	6-M	15	117	10.8	67.3	111	1598	110/4000	-	199/1750	-	1385	800
D	Cooper D Auto	-	3	21440	10720	6-A	15	114	11.2	50.4	148	1995	110/4000	-	199/1750	-	1405	1200
D	Cooper D ALL4	-	3	21400	10700	6-M	14	114	11.5	60.1	123	1598	110/4000	-	199/1750	-	1455	800
D	Cooper D ALL4 Auto	-	3	22665	11333	6-A	14	111	11.8	47.9	155	1995	110/4000	-	199/1750	-	1480	1200
D	Cooper SD	-	3	23070	11535	6-M	20	125	9.1	62.8	119	1995	141/4000	-	225/1750	-	1395	800
D	Cooper SD Auto	-	3	24360	12180	6-A	19	124	9.3	49.6	149	1995	141/4000	-	225/1750	-	1420	1200
D	Cooper SD ALL4	320	3	24290	12145	6-M	19	124	9.2	58.9	126	1995	141/4000	-	225/1750	-	1470	800
D	Cooper SD ALL4 Auto	-	3	25615	12808	6-A	19	122	9.3	47.9	156	1995	141/4000	-	225/1750	-	1495	1200

MITSUBISHI
UK dealers: 120 **Warranty:** 5 years/62,500miles (L200 5 years/125,000miles)
Servicing: 12,500miles (ASX 2.2 DI–D/L200 9,000 miles)

i-MiEV
Rating ★★★☆☆

Looks the part, drives well and swallows four relatively happily. Price is its Achilles heel though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Keiko	-	5	23499	6110	1-A	27	81	15.9	(93)	0	-	-	66	-	133	1110	0

Mirage
Rating ★★☆☆☆

Good value, frugal and well equipped, but lets itself down by feeling cheap and is below par to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1	-	5	8999	3240	5-M	15	106	13.6	67.3	96	999	70/6000	-	65/5000	-	845	0
P	2	-	5	10999	3960	5-M	18	112	11.7	68.9	96	1193	79/6000	-	78/4000	-	845	0
P	3	-	5	11999	4320	5-M	18	112	11.7	65.7	100	1193	79/6000	-	78/4000	-	845	0
P	3 Auto	-	5	12999	4680	CVT	18	107	12.8	68.9	95	1193	79/6000	-	78/4000	-	865	0

ASX
LONG TERM TEST

Rating ★★★☆☆

Looks sharp, drives neatly and is spacious. Engine is relatively refined and clean, and equipment is generous.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3 1.8 Diesel	-	5	19250	8855	6-M	18	117	10.2	56.5	131	1798	114/3500	-	221/1750	-	1425	1400
D	4 1.8 Diesel 4WD	-	5	23249	10695	6-M	19	115	10.6	54.3	136	1798	114/3500	-	221/1750	-	1490	1400
D	4 2.2 Diesel 4WD Auto	-	5	24649	11339	6-A	20	118	10.8	48.7	153	2268	148/3500	-	266/1500	-	1520	1400

Outlander
LONG TERM TEST

Rating ★★★½☆

Plusher and better equipped than its predecessor. Frugal engines deliver decent performance too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.2 DI-D GX2	-	5	23799	11424	6-M	22	124	10.2	53.3	138	2268	148/3500	-	280/1750	-	1560	2000
D	2.2 DI-D GX3	-	5	26599	12768	6-M	23	124	10.2	52.3	140	2268	148/3500	-	280/1750	-	1595	2000
D	2.2 DI-D GX3 Auto	-	5	28249	13560	6-A	23	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
D	2.2 DI-D GX4	317	5	30499	14640	6-M	24	124	10.2	52.3	140	2268	148/3500	-	280/1750	-	1595	2000
D	2.2 DI-D GX4 Auto	-	5	31899	15312	6-A	24	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
D	2.2 DI-D GX4s Auto	-	5	33999	16320	6-A	22	118	11.7	48.7	153	2268	148/3500	-	266/1500	-	1615	2000
PE	PHEV 2.0 MIVEC GX3h Auto	-	5	28249	13560	1-A	26	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PE	PHEV 2.0 MIVEC GX4h Auto	-	5	32899	15792	1-A	27	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PE	PHEV 2.0 MIVEC GX4hs Auto	-	5	34999	16800	1-A	24	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PE	PHEV 2.0 MIVEC GX5h Auto	-	5	37899	18192	1-A	28	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500
PE	PHEV 2.0 MIVEC GX5hs Auto	-	5	39999	19200	1-A	24	106	11.0	148.5	44	1998	119/4500	161	140/4500	144	1810	1500

Shogun
Rating ★★★☆☆

Fantastic off-road, but struggles on tarmac due to poor refinement. It looks good though, and is well kitted out.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.2 DI-D SG2 SWB	-	3	26449	11109	5-M	29	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
D	3.2 DI-D SG2 SWB Auto	-	3	28134	11816	5-A	29	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000
D	3.2 DI-D Warrior SWB	-	3	29619	12440	5-M	31	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
D	3.2 DI-D Warrior SWB Auto	-	3	31304	13148	5-A	31	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	3.2 DI-D Barbarian SWB	-	3	32249	13545	5-M	31	111	9.7	36.2	207	3200	197/3800	-	325/2000	-	2190	3000
D	3.2 DI-D Barbarian SWB Auto	-	3	33934	14252	5-A	31	111	10.4	34.4	216	3200	197/3800	-	325/2000	-	2190	3000
D	3.2 DI-D SG2 LWB	-	5	28849	12694	5-M	29	111	10.5	34.9	213	3200	197/3800	-	325/2000	-	2395	3500
D	3.2 DI-D SG2 LWB Auto	-	5	30534	13435	5-A	29	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500
D	3.2 DI-D SG3 LWB Auto	-	5	34049	14982	5-A	30	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500
D	3.2 DI-D SG4 LWB Auto	333	5	37049	16302	5-A	31	111	11.1	33.2	224	3200	197/3800	-	325/2000	-	2380	3500

L200
Rating ★★★☆☆

It's Mitsubishi's best seller and drives quite well. Steering is imprecise though, and ride gets bouncy easily.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab 4Work	-	4	20458	7774	5-M	8	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
D	Double Cab 4Life	-	4	22258	8458	5-M	8	103	15.0	36.7	204	2477	134/4000	-	232/1500	-	1830	2700
D	Double Cab Challenger	-	4	19799	7524	5-M	8	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Warrior	-	4	23519	8937	5-M	9	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Warrior Auto	-	4	25199	9576	5-A	9	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000
D	Double Cab Barbarian	-	4	27119	10305	5-M	9	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Barbarian Auto	-	4	28799	10944	5-A	10	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000
D	Double Cab Barbarian Black	-	4	27959	10624	5-M	10	111	12.1	35.8	208	2477	176/3750	-	295/2000	-	1875	3000
D	Double Cab Barbarian Black Auto	-	4	29639	11263	5-A	10	109	13.0	32.1	233	2477	176/3750	-	258/1800	-	1885	3000

NISSAN

UK dealers: 204 **Warranty:** 3 years/60,000miles (NV200 3 years/100,000miles)
Servicing: 18,000 miles (Pathfinder/Navara 12,500miles)

Leaf
Rating ★★★★☆

Now British built, better value and available in a choice of trims. Better to drive than before, but still limited by range.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Visia (Batteries included)	-	5	21490	6017	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Visia+ (Batteries included)	-	5	22590	6325	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Acenta (Batteries included)	-	5	23590	6605	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1493	0
E	Tekna (Batteries included)	-	5	25590	7165	1-A	24	89	11.5	(124)	0	-	-	107	-	187	1512	0
E	Visia Flex (Batteries leased)	-	5	16490	4617	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Visia+ Flex (Batteries leased)	-	5	17590	4925	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1474	0
E	Acenta Flex (Batteries leased)	-	5	18590	5205	1-A	23	87	11.5	(124)	0	-	-	107	-	187	1493	0
E	Tekna Flex (Batteries leased)	-	5	20590	5765	1-A	24	89	11.5	(124)	0	-	-	107	-	187	1512	0

Micra
Rating ★★☆☆☆

Not as accomplished as its predecessors, falling short in several key areas. It's frugal though, but not exactly cheap.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Visia 1.2 DIG-S	-	5	12045	4095	5-M	10	112	11.3	68.9	95	1198	97/5600	-	108/4400	-	1030	0
P	Acenta 1.2 DIG-S	-	5	13045	4435	5-M	10	112	11.3	65.7	99	1198	97/5600	-	108/4400	-	1060	0
P	Tekna 1.2 DIG-S	-	5	14445	4911	5-M	11	112	11.4	65.7	99	1198	97/5600	-	108/4400	-	1100	0

Note
Rating ★★★½☆

Hi-tech Brit-built alternative to the supermini herd. More efficient than before, but just as spacious.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia 1.5 dCi	-	5	14130	5369	5-M	8	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenta 1.2 DIG-S	-	5	14625	5558	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta 1.5 dCi	-	5	15525	5900	5-M	8	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenta Style 1.2 DIG-S	-	5	15125	5748	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta Style 1.5 dCi	-	5	16025	6090	5-M	9	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Acenta Premium 1.2 DIG-S	-	5	15565	5915	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Acenta Premium 1.5 dCi	328	5	16465	6257	5-M	9	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Tekna 1.2 DIG-S	-	5	16470	6259	5-M	10	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Tekna 1.5 dCi	-	5	17370	6601	5-M	9	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450
P	Tekna Style 1.2 DIG-S	-	5	16970	6449	5-M	8	113	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124	260
D	Tekna Style 1.5 dCi	-	5	17870	6791	5-M	9	111	11.9	80.7	90	1461	89/4000	-	148/1750	-	1132	450

Juke
Rating ★★★½☆

Greater personalisation and bigger boot is combined with its modern love it or hate it 'in-yer-face' styling.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	15520	7139	6-M	11	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Acenta dCi 110	-	5	16715	7689	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Acenta Premium dCi 110	-	5	18115	8333	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250
D	Tekna dCi 110	-	5	19165	8816	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305	1250

Pulsar
Rating ★★★★☆

Nissan aims to attack the Golf and Focus and dominate the sector, like it has done in the crossover world.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	17595	6686	6-M	13	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	Acenta dCi 110	-	5	19245	7313	6-M	11	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	n-tec+ dCi 110	-	5	20595	7826	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200
D	Tekna dCi 110	334	5	21945	8339	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307	1200

CAR OF THE YEAR 2014

Qashqai
Rating ★★★★½

Second generation crossover goes upmarket with better quality materials. It's also more expensive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 110	-	5	20015	8406	6-M	17	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Acenta dCi 110	-	5	21600	9072	6-M	17	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec dCi 110	-	5	23450	9849	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec dCi 130	-	5	24700	10374	6-M	18	118	9.9	64.2	115	1598	129/4000	-	236/1750	-	1419	1800
D	n-tec dCi 130 Auto	-	5	26050	10941	CVT	18	114	11.1	61.4	119	1598	129/4000	-	236/1750	-	1461	1400
D	n-tec dCi 130 4WD	-	5	26400	11088	6-M	18	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800
D	n-tec+ dCi 110	-	5	24000	10080	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	n-tec+ dCi 130	-	5	25250	10605	6-M	18	118	9.9	64.2	115	1598	129/4000	-	236/1750	-	1419	1800
D	n-tec+ dCi 130 Auto	-	5	26600	11172	CVT	18	114	11.1	61.4	119	1598	129/4000	-	236/1750	-	1461	1400
D	n-tec+ dCi 130 4WD	-	5	26950	11319	6-M	18	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800
D	Tekna dCi 110	-	5	25550	10731	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1365	1350
D	Tekna dCi 130	-	5	26800	11256	6-M	19	118	9.9	64.2	115	1598	129/4000	-	236/1750	-	1419	1800
D	Tekna dCi 130 Auto	-	5	28150	11823	CVT	19	114	11.1	61.4	119	1598	129/4000	-	236/1750	-	1461	1400
D	Tekna dCi 130 4WD	-	5	28500	11970	6-M	19	118	10.5	57.6	129	1598	129/4000	-	236/1750	-	1518	1800

New X-Trail
Rating ★★★★½

A new direction for the X-Trail fulfilling the seven-seat market, and just as great to drive as the Qashqai.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Visia dCi 130 2WD 5-seat	-	5	23195	12525	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Visia dCi 130 2WD 7-seat	-	5	23995	12957	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	Acenta dCi 130 2WD 5-seat	-	5	24995	13497	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD 7-seat	-	5	25795	13929	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	Acenta dCi 130 2WD 5-seat Auto	-	5	26345	14226	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta dCi 130 2WD 7-seat Auto	-	5	27145	14658	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
D	Acenta dCi 130 4WD 5-seat	-	5	26695	14415	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta dCi 130 4WD 7-seat	-	5	27495	14847	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000
D	Acenta+ dCi 130 2WD 5-seat	-	5	26545	14334	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta+ dCi 130 2WD 7-seat	-	5	27345	14766	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	Acenta+ dCi 130 2WD 5-seat Auto	-	5	27895	15063	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta+ dCi 130 2WD 7-seat Auto	-	5	28695	15495	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
D	Acenta+ dCi 130 4WD 5-seat	-	5	28245	15252	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta+ dCi 130 4WD 7-seat	-	5	29045	15684	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000
D	n-tec dCi 130 2WD 5-seat	330	5	27645	14928	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	n-tec dCi 130 2WD 7-seat	-	5	28445	15360	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	n-tec dCi 130 2WD 5-seat Auto	-	5	28995	15657	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	n-tec dCi 130 2WD 7-seat Auto	-	5	29795	16089	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
D	n-tec dCi 130 4WD 5-seat	-	5	29345	15846	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	n-tec dCi 130 4WD 7-seat	-	5	30145	16278	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000
D	Tekna dCi 130 2WD 5-seat	-	5	29645	16008	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Tekna dCi 130 2WD 7-seat	-	5	30445	16440	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1550	2000
D	Tekna dCi 130 2WD 5-seat Auto	-	5	30995	16737	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Tekna dCi 130 2WD 7-seat Auto	-	5	31795	17169	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1595	1500
D	Tekna dCi 130 4WD 5-seat	-	5	31345	16926	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Tekna dCi 130 4WD 7-seat	-	5	32145	17358	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1615	2000

Navara
Rating ★★★☆☆

Large load bay, roomy cabin and road manners that aren't bad. Avoid the cramped King Cab though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Double Cab Visia 2.5 dCi	317	4	21995	6599	6-M	10	104	13.1	34.5	215	2488	142/3600	-	258/1600	-	2085	2600
D	Double Cab Acenta 2.5 dCi	-	4	23995	7199	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Tekna 2.5 dCi	-	4	27095	8129	6-M	10	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Tekna 2.5 dCi Auto	-	4	28850	8655	5-A	10	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
D	Double Cab Salomon 2.5 dCi	-	4	27845	8354	6-M	10	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
D	Double Cab Salomon 2.5 dCi Auto	-	4	29600	8880	5-A	10	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
D	Double Cab Outlaw 3.0 dCi V6 Auto	-	4	37140	11142	7-A	11	121	9.3	29.7	250	2991	228/3750	-	406/1750	-	2150	3000

NV200/e-NV200 Combi
Rating COMING SOON

It's picked up gongs as a van but scores poorly as an MPV with vague steering and a noisy engine.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Acenta 1.5 dCi 5 Seat	-	5	19327	5798	5-M	17	98	tba	57.7	130	1461	89/4000	-	148/2000	-	1355	1100
D	Acenta 1.5 dCi 7 Seat	-	5	19687	5906	5-M	17	98	tba	57.7	130	1461	89/4000	-	148/2000	-	1390	1100
D	Acenta 1.5 dCi 5 Seat	-	5	19867	5960	6-M	19	105	tba	57.7	130	1461	109/4000	-	177/2000	-	1369	1100
D	Acenta 1.5 dCi 7 Seat	-	5	20227	6068	6-M	19	105	tba	57.7	130	1461	109/4000	-	177/2000	-	1404	1100
E	Acenta 5 Seat (Batteries Included)	-	5	22859	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Acenta Rapid Plus 5 Seat (Batteries Included)	-	5	24353	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Tekna Rapid 5 Seat (Batteries Included)	-	5	25643	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Tekna Rapid Plus 5 Seat (Batteries Included)	-	5	26309	tba	1-A	24	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Flex Acenta 5 Seat (Batteries Leased)	-	5	17855	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Flex Acenta Rapid Plus 5 Seat (Batteries Leased)	-	5	19349	tba	1-A	22	76	14.0	(106)	0	-	-	107	-	187	1571	0
E	Flex Tekna Rapid 5 Seat (Batteries Leased)	-	5	20639	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1542	0
E	Flex Tekna Rapid Plus 5 Seat (Batteries Leased)	-	5	21305	tba	1-A	23	76	14.0	(106)	0	-	-	107	-	187	1542	0

PEUGEOT

UK dealers: 250 **Warranty:** 3 years/60,000 miles
Servicing: 108 1.0 10,000 miles (iOn 12,500 miles) PureTech and BlueHDi engines Variable Schedule

108
Rating ★★★★☆

Most upmarket of the trio, it's decent to drive, well kitted out and keenly priced. A leap forward from its predecessor.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Access 1.0	-	3	8345	3338	5-M	6	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0	-	3	9595	3838	5-M	6	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0	-	5	9995	4198	5-M	6	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Active 1.0 2-Tronic	-	5	10495	4408	5-A	6	99	17.4	67.3	97	998	68/6000	-	70/4300	-	860	0
P	Allure 1.2 PureTech 82	-	3	11095	4438	5-M	11	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Allure 1.2 PureTech 82	332	5	11495	4828	5-M	11	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Feline 1.2 PureTech 82	-	3	11945	4778	5-M	11	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Feline 1.2 PureTech 82	-	5	12345	5185	5-M	11	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Active 1.0	-	3	10595	4238	5-M	7	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Top! Active 1.0	-	5	10995	4618	5-M	7	99	14.5	68.9	95	998	68/6000	-	70/4300	-	840	0
P	Top! Active 1.0 2-Tronic	-	5	11495	4828	5-A	7	99	17.4	67.3	97	998	68/6000	-	70/4300	-	860	0
P	Top! Allure 1.2 PureTech 82	-	3	12095	4838	5-M	12	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Allure 1.2 PureTech 82	-	5	12495	5248	5-M	12	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Roland Garros 1.2 PureTech 82	-	3	12495	4998	5-M	tba	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0
P	Top! Roland Garros 1.2 PureTech 82	-	5	12895	5416	5-M	tba	106	12.1	65.7	99	1199	80/5750	-	87/2750	-	865	0

New 208
Rating ★★★★☆

Refreshed for 2015 and as good a package as ever. Class-leading efficiency, more choice and great personalisation options.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access A/C 1.6 BlueHDi 75	-	3	13845	5815	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	660
P	Active 1.2 PureTech 82 ETG5	-	3	13820	5804	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	965	500
D	Active 1.6 BlueHDi 75	-	3	14645	6151	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	660
D	Active 1.6 BlueHDi 75	-	3	14845	6235	5-M	tba	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1070	410
P	Allure 1.2 PureTech 82 ETG5	-	3	15020	6308	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	965	500
D	Allure 1.6 BlueHDi 75	-	3	15845	6655	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1065	660
D	Allure 1.6 BlueHDi 75	-	3	16045	6739	5-M	tba	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1070	410
D	Allure 1.6 BlueHDi 100	-	3	16445	6907	5-M	20	116	10.7	83.1	87	1560	98/3750	-	187/1750	-	1080	1150
D	GT Line 1.6 BlueHDi 100	-	3	17045	7159	5-M	21	116	10.7	83.1	87	1560	98/3750	-	187/1750	-	1080	1150
D	GT Line 1.6 BlueHDi 120	-	3	17645	7411	6-M	23	118	9.4	78.5	94	1560	118/3500	-	210/1750	-	1115	1150
D	Access A/C 1.6 BlueHDi 75	-	5	14445	6067	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	660
P	Active 1.2 PureTech 82 ETG5	-	5	14420	6056	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	980	500
D	Active 1.6 BlueHDi 75	-	5	15245	6403	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	660
D	Active 1.6 BlueHDi 75	-	5	15445	6487	5-M	tba	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1080	410
P	Allure 1.2 PureTech 82 ETG5	-	5	15620	6560	5-A	10	111	14.5	67.3	97	1199	80/5750	-	87/2750	-	980	500
D	Allure 1.6 BlueHDi 75	-	5	16445	6907	5-M	15	106	13.3	80.7	90	1560	74/3500	-	170/1750	-	1075	660
D	Allure 1.6 BlueHDi 75	-	5	16645	6991	5-M	tba	106	13.3	94.2	79	1560	74/3500	-	170/1750	-	1080	410
D	Allure 1.6 BlueHDi 100	-	5	17045	7159	5-M	20	116	10.7	83.1	87	1560	98/3750	-	187/1750	-	1090	1150
D	GT Line 1.6 BlueHDi 100	-	5	17645	7411	5-M	21	116	10.7	83.1	87	1560	98/3750	-	187/1750	-	1090	1150
D	GT Line 1.6 BlueHDi 120	-	5	18245	7663	6-M	23	118	9.4	78.5	94	1560	118/3500	-	210/1750	-	1125	1150

LONG TERM TEST

2008
Rating ★★★★☆

One of the strongest contenders in the burgeoning baby crossover market. Great to drive, frugal and well priced too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access A/C 1.6 BlueHDi 75	-	5	14845	5344	5-M	15	103	13.8	76.3	97	1560	74/3500	-	170/1750	-	1160	940
D	Active 1.6 BlueHDi 75	-	5	15945	5740	5-M	15	103	13.8	76.3	97	1560	74/3500	-	170/1750	-	1160	940
D	Active 1.6 BlueHDi 100	-	5	16545	5956	5-M	18	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Active 1.6 e-HDi EGC	-	5	16845	6064	6-A	17	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1170	820
D	Urban Cross 1.6 BlueHDi 100	-	5	17645	6352	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Allure 1.6 BlueHDi 100	-	5	18045	6496	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Allure 1.6 e-HDi EGC	-	5	18145	6532	6-A	18	112	13.3	74.3	98	1560	91/4000	-	170/1750	-	1170	820
D	Allure 1.6 BlueHDi 120	-	5	18645	6712	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200	1300
D	Crossway 1.6 e-HDi	-	5	18845	6784	5-M	18	113	12.8	70.6	103	1560	91/4000	-	170/1750	-	1160	1270
D	Crossway 1.6 BlueHDi 120	-	5	19695	7090	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200	1300
D	Feline 1.6 BlueHDi 100	-	5	19445	7000	5-M	19	114	11.3	78.5	95	1560	98/3750	-	187/1750	-	1180	1270
D	Feline 1.6 BlueHDi 120	-	5	20045	7216	6-M	22	119	9.6	76.3	96	1560	118/3500	-	221/1750	-	1200	1300

LONG TERM TEST

308
Rating ★★★★☆

A significant leap forward, in quality and dynamics, and one of the most comfortable riding cars in its class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Access 1.6 HDi 92	-	5	16945	6100	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1090	1300
D	Access 1.6 BlueHDi 100	-	5	17145	6172	5-M	16	116	11.3	78.5	94	1560	98/3750	-	187/1750	-	1160	1300
D	Active 1.6 HDi 92	-	5	18645	6712	5-M	15	113	11.3	78.5	93	1560	91/4000	-	170/1750	-	1090	1300
D	Active 1.6 BlueHDi 100	-	5	18845	6784	5-M	16	116	11.3	78.5	94	1560	98/3750	-	187/1750	-	1160	1300
D	Active 1.6 HDi 115	-	5	19445	7000	6-M	18	121	10.2	76.3	95	1560	114/3600	-	199/1750	-	1162	1400
D	Active 1.6 BlueHDi 120	-	5	19845	7144	6-M	20	122	9.7	91.1	82	1560	118/3500	-	221/1750	-	1180	1400
D	Allure 1.6 HDi 115	-	5	20645	7432	6-M	18	118	10.9	74.3	100	1560	114/3600	-	199/1750	-	1162	1400
D	Allure 1.6 BlueHDi 120	-	5	21045	7576	6-M	21	122	9.7	88.3	84	1560	118/3500	-	221/1750	-	1180	1400
D	Allure 2.0 BlueHDi 150	-	5	21945	7900	6-M	25	132	8.9	76.3	97	1997	148/4000	-	273/2000	-	1290	1600
D	Allure 2.0 BlueHDi 150 Auto	-	5	22945	8260	6-A	25	131	8.6	68.9	107	1997	148/4000	-	273/2000	-	1310	1500
D	GT Line 1.6 HDi 115	-	5	22195	7990	6-M	19	118	10.9	74.3	100	1560	114/3600	-	199/1750	-	1162	1400
D	GT Line 1.6 BlueHDi 120	-	5	22595	8134	6-M	22	117	10.3	74.3	98	1560	118/3500	-	221/1750	-	1180	1400
D	GT Line 2.0 BlueHDi 150	-	5	23495	8458	6-M	26	132	8.9	76.3	97	1997	148/4000	-	273/2000	-	1290	1600
D	GT Line 2.0 BlueHDi 150 Auto	-	5	24495	8818	6-A	26	131	8.6	68.9	107	1997	148/4000	-	273/2000	-	1310	1500
D	GT 2.0 BlueHDi 180 Auto	-	5	25945	9340	6-A	29	137	8.4	70.6	103	1997	178/3750	-	295/2000	-	1320	1500
D	SW Access 1.6 HDi 92	-	5	17845	5710	5-M	15	112	11.9	74.3	99	1560	91/4000	-	170/1750	-	1180	1200
D	SW Access 1.6 BlueHDi 100	-	5	18045	5774	5-M	16	114	11.8	78.5	94	1560	98/3750	-	187/1750	-	1200	1200
D	SW Active 1.6 HDi 92	-	5	19545	6254	5-M	15	112	11.9	74.3	99	1560	91/4000	-	170/1750	-	1180	1200
D	SW Active 1.6 BlueHDi 100	-	5	19745	6318	5-M	16	114	11.8	78.5	94	1560	98/3750	-	187/1750	-	1200	1200
D	SW Active 1.6 HDi 115	-	5	20345	6917	6-M	18	120	10.6	76.3	95	1560	114/3600	-	199/1750	-	1200	1300
D	SW Active 1.6 BlueHDi 120	-	5	20745	7053	6-M	20	121	10.1	88.3	85	1560	118/3500	-	221/1750	-	1295	1300
D	SW Allure 1.6 HDi 115	-	5	21545	7325	6-M	18	117	11.3	74.3	100	1560	114/3600	-	199/1750	-	1200	1300
D	SW Allure 1.6 BlueHDi 120	-	5	21945	7461	6-M	21	121	10.1	85.6	88	1560	118/3500	-	221/1750	-	1295	1300
D	SW Allure 2.0 BlueHDi 150	-	5	22845	7767	6-M	25	130	9.2	76.3	97	1997	148/4000	-	273/2000	-	1315	1500
D	SW Allure 2.0 BlueHDi 150 Auto	-	5	23845	8107	6-A	25	130	8.9	67.2	111	1997	148/4000	-	273/2000	-	1420	1400
D	SW GT Line 1.6 HDi 115	-	5	23095	7852	6-M	19	117	11.3	74.3	100	1560	114/3600	-	199/1750	-	1200	1300
D	SW GT Line 1.6 BlueHDi 120	-	5	23495	7988	6-M	22	117	10.7	72.4	102	1560	118/3500	-	221/1750	-	1295	1300
D	SW GT Line 2.0 BlueHDi 150	-	5	24395	8294	6-M	26	130	9.2	76.3	97	1997	148/4000	-	273/2000	-	1315	1500
D	SW GT Line 2.0 BlueHDi 150 Auto	-	5	25395	8634	6-A	26	130	8.9	67.2	111	1997	148/4000	-	273/2000	-	1420	1400
D	SW GT 2.0 BlueHDi 180 Auto	338	5	26845	9127	6-A	29	135	8.6	68.8	107	1997	178/3750	-	295/2000	-	1425	1400

3008
Rating ★★★★☆

Qashqai challenger with a classy cabin and a roomy, versatile interior. Refinement is top-notch too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	5	21145	8881	6-M	21	112	12.0	68.9	108	1560	118/3500	-	221/1750	-	1420	1300
D	Active 1.6 BlueHDi 120 Auto	-	5	22145	9301	6-A	21	114	12.4	67.3	109	1560	118/3500	-	221/1750	-	1470	1300
D	Active 2.0 BlueHDi 150	-	5	22345	9385	6-M	25	121	9.7	68.9	106	1997	148/4000	-	273/2000	-	1530	1500
D	Allure 1.6 BlueHDi 120	-	5	23095	9700	6-M	20	112	12.0	68.9	108	1560	118/3500	-	221/1750	-	1420	1300
D	Allure 1.6 BlueHDi 120 Auto	-	5	24095	10120	6-A	20	114	12.4	65.7	112	1560	118/3500	-	221/1750	-	1470	1300
D	Allure 2.0 BlueHDi 150	-	5	24295	10204	6-M	24	121	9.7	67.3	109	1997	148/4000	-	273/2000	-	1530	1500
DE	HYbrid4 Active	-	5	27695	11078	6-A	30	118	9.2	80.6	90	1997	161/3850	36	221/1750	148	1660	500
DE	HYbrid4 Allure	-	5	28695	12478	6-A	31	118	9.2	80.6	90	1997	161/3850	36	221/1750	148	1660	500

508
Rating ★★★★☆

Peugeot continues to push upmarket with updated 508. Bolder looks, all backed up with super frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	4	22495	8548	6-M	tba	125	11.0	tba	99	1560	118/3500	-	221/1750	-	1410	1475
D	Active 1.6 BlueHDi 120 Auto	-	4	23495	8928	6-A	tba	125	12.1	tba	99	1560	118/3500	-	221/1750	-	1410	1475
D	Active 2.0 BlueHDi 150	-	4	23695	9004	6-M	tba	130	9.8	tba	97	1997	148/4000	-	273/2000	-	1500	1875
D	Allure 1.6 BlueHDi 120	-	4	24595	9346	6-M	tba	125	11.0	tba	103	1560	118/3500	-	221/1750	-	1410	1475
D	Allure 1.6 BlueHDi 120 Auto	-	4	25595	9726	6-A	tba	125	12.1	tba	102	1560	118/3500	-	221/1750	-	1410	1475
D	Allure 2.0 BlueHDi 150	332	4	25795	9802	6-M	tba	130	9.8	72.4	101	1997	148/4000	-	273/2000	-	1500	1875
DE	Allure 2.0 BlueHDi HYbrid4 ETG	-	4	32145	11572	6-A	36	130	8.6	70.6	95	1997	161/3850	36	221/1750	148	1660	775

508 (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GT Line 1.6 BlueHDi 120	-	4	25595	9726	6-M	tba	125	11.0	tba	103	1560	118/3500	-	221/1750	-	1410	1475
D	GT Line 1.6 BlueHDi 120 Auto	-	4	26595	10106	6-A	tba	125	12.1	tba	102	1560	118/3500	-	221/1750	-	1410	1475
D	GT Line 2.0 BlueHDi 150	-	4	26795	10182	6-M	tba	130	9.8	72.4	101	1997	148/4000	-	273/2000	-	1500	1875
D	GT 2.0 BlueHDi 180 Auto	-	4	30345	10924	6-A	tba	143	9.2	64.2	114	1997	178/3750	-	295/2000	-	1540	1975
D	SW Active 1.6 BlueHDi 120	-	5	23695	9004	6-M	tba	124	11.3	tba	100	1560	118/3500	-	221/1750	-	1430	1375
D	SW Active 1.6 BlueHDi 120 Auto	-	5	24695	9384	6-A	tba	123	12.5	tba	100	1560	118/3500	-	221/1750	-	1430	1375
D	SW Active 2.0 BlueHDi 150	-	5	24895	9460	6-M	tba	130	10.1	tba	98	1997	148/4000	-	273/2000	-	1520	1775
D	SW Allure 1.6 BlueHDi 120	-	5	25995	9878	6-M	tba	124	11.3	tba	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW Allure 1.6 BlueHDi 120 Auto	-	5	26995	10258	6-A	tba	123	12.5	tba	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW Allure 2.0 BlueHDi 150	-	5	27195	10334	6-M	tba	130	10.1	72.4	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW GT Line 1.6 BlueHDi 120	-	5	26995	10258	6-M	tba	124	11.3	tba	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW GT Line 1.6 BlueHDi 120 Auto	-	5	27995	10638	6-A	tba	123	12.5	tba	104	1560	118/3500	-	221/1750	-	1430	1375
D	SW GT Line 2.0 BlueHDi 150	-	5	28195	10714	6-M	tba	130	10.1	72.4	102	1997	148/4000	-	273/2000	-	1520	1775
D	SW GT 2.0 BlueHDi 180 Auto	-	5	31745	12063	6-A	tba	140	9.4	62.7	118	1997	178/3750	-	295/2000	-	1660	1875
D	RXH 2.0 BlueHDi 180 Auto	-	5	30895	11740	6-A	32	136	9.7	61.4	119	1997	178/3750	-	295/2000	-	1650	1100
DE	RXH 2.0 BlueHDi HYbrid4 ETG	333	5	35845	13621	6-A	37	132	10.1	72.4	109	1997	161/3850	36	221/1750	148	1770	1100

5008

Rating ★★★★☆

You want a practical large family car with stylish looks, quality build and nice manners? Here it is.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 120	-	5	23095	9700	6-M	19	114	13.7	67.3	109	1560	118/3500	-	221/1750	-	1490	900
D	Active 1.6 BlueHDi 120 Auto	-	5	24095	10120	6-A	tba	113	14.4	65.7	112	1560	118/3500	-	221/1750	-	1510	1050
D	Active 2.0 BlueHDi 150	-	5	24295	10204	6-M	tba	121	11.2	68.9	108	1997	148/3750	-	251/2000	-	1530	1500
D	Allure 1.6 BlueHDi 120	-	5	24895	10456	6-M	18	114	13.7	64.2	115	1560	118/3500	-	221/1750	-	1490	1100
D	Allure 1.6 BlueHDi 120 Auto	-	5	25895	10876	6-A	tba	113	14.4	64.2	114	1560	118/3500	-	221/1750	-	1510	1050
D	Allure 2.0 BlueHDi 150	-	5	26095	10960	6-M	tba	121	11.2	67.3	110	1997	148/3750	-	251/2000	-	1530	1500

LONG TERM TEST

RCZ

Rating ★★★★½

Waitrose class on a Lidl budget? RCZ looks exciting even when parked up. On the move, it's brilliant.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Sport 2.0 HDi	-	2	24200	11132	6-M	29	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0
D	GT 2.0 HDi	333	2	26600	12236	6-M	30	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0

iOn

Rating ★★★☆☆

The Mitsubish i-MiEV and Citroën C-Zero's triplet sister. Praiseworthy drive-wise, but price isn't on its side.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E		-	5	21216	5516	1-A	28	81	15.9	(93)	0	-	-	63	-	133	1120	0

New Partner Tepee

Rating ★★★½☆

It's a squash court on wheels, thanks to van roots. Last generation 308 underpinnings add driving quality.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 BlueHDi 75 (5 seat)	-	5	15585	6546	5-M	12	95	15.1	65.7	113	1560	74/3500	-	170/1750	-	1374	1300
D	Active 1.6 BlueHDi 100 (5 seat)	-	5	16335	6861	5-M	14	101	13.4	68.9	109	1560	98/3750	-	187/1750	-	1383	1300
D	Active 1.6 BlueHDi 100 (7 seat)	-	5	17180	7216	5-M	14	103	15.3	68.9	109	1560	98/3750	-	187/1750	-	1429	1200
D	Active 1.6 BlueHDi 100 ETG (5 seat)	-	5	16885	6754	6-A	14	106	14.3	67.3	109	1560	98/3750	-	187/1750	-	1399	1300
D	Allure 1.6 BlueHDi 100 (5 seat)	-	5	18595	7810	5-M	15	101	13.4	68.9	109	1560	98/3750	-	187/1750	-	1383	1300
D	Allure 1.6 BlueHDi 120 (5 seat)	-	5	19245	7698	6-M	17	108	11.4	64.2	115	1560	118/3500	-	221/1750	-	1398	1300

PORSCHE

UK dealers: 35 **Warranty:** 3 years/Unlimited mileage **Servicing:** 20,000miles

Macan

Rating ★★★★½

New baby Cayenne sets the tarmac alight with agile handling, terrific performance and a great all-round package.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S Diesel	327	5	44871	26025	7-A	39	165	6.3	46.3	159	2967	255/4000	-	428/1750	-	1955	2400

New Cayenne

Rating ★★★★☆

The car that changed Porsche's fortunes forever. A class act, it simply oozes quality and dynamism.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	338	5	50791	29459	8-A	45	137	7.3	42.8	173	2967	259/4000	-	428/1750	-	2185	3500
D	S Diesel	-	5	62794	36421	8-A	50	156	5.4	35.3	209	4134	380/3750	-	627/2000	-	2290	3500
PE	S E-Hybrid	-	5	62154	33563	8-A	49	150	5.9	83.1	79	2995	329/5500	94	325/3000	229	2425	3500

Panamera

Rating ★★★★☆

Just updated, combining diesel or hybrid power with a sophisticated drive and like it or loathe it styling.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Diesel	-	5	65639	32820	8-A	48	160	6.0	44.1	169	2967	296/4000	-	479/1750	-	1975	2200
D	Diesel Edition	-	5	tba	tba	8-A	48	160	6.0	44.1	169	2967	296/4000	-	479/1750	-	1975	2200
PE	S E-Hybrid	320	5	84456	38850	8-A	50	167	5.5	91.1	71	2995	329/5500	94	325/3000	229	2170	0

RENAULT

UK dealers: 151 **Warranty:** 4 years/100,000miles **Servicing:** 18,000miles

Twingo

Rating ★★★½☆

Harks back to the R5, is funkily styled, and a world apart from the previous generation car.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Dynamique SCe 70	-	5	10995	4178	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
P	Dynamique TCe 90	332	5	11695	4444	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0
P	Dynamique S SCe 70	-	5	11845	4501	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
P	Dynamique S TCe 90	-	5	12545	4767	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0

LONG TERM TEST

Clio

Rating ★★★★☆

Sexy shape and smooth, lean engines make the Clio a joy. Just five doors this time around, though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 90	-	5	14975	7488	5-M	12	110	11.7	83.1	90	1461	89/4000	-	162/1750	-	1071	1200
P	Expression+ TCe 90 ECO	-	5	13925	6127	5-M	9	115	11.8	65.7	99	898	89/5000	-	100/2500	-	1009	1200
D	Expression+ dCi 90 ECO	-	5	15225	7308	5-M	13	112	12.0	88.3	83	1461	89/4000	-	162/1750	-	1071	1200
D	Dynamique Nav dCi 90	312	5	15975	7988	5-M	12	110	11.7	83.1	90	1461	89/4000	-	162/1750	-	1071	1200
P	Dynamique Nav TCe 90 ECO	-	5	14925	6567	5-M	9	115	11.8	65.7	99	898	89/5000	-	100/2500	-	1009	1200
D	Dynamique Nav dCi 90 ECO	-	5	16225	7788	5-M	13	112	12.0	88.3	83	1461	89/4000	-	162/1750	-	1071	1200
D	Dynamique Nav dCi 90 Auto	-	5	17275	8638	6-A	12	109	12.9	76.3	95	1461	89/4000	-	162/1750	-	1152	1200
D	Dynamique S Nav dCi 90	-	5	16975	8488	5-M	13	110	11.7	83.1	90	1461	89/4000	-	162/1750	-	1071	1200
D	Dynamique S Nav dCi 90 Auto	-	5	18275	9138	6-A	13	109	12.9	76.3	95	1461	89/4000	-	162/1750	-	1152	1200

Captur

Rating ★★★½☆

Renault's answer to Nissan's Juke, but cheaper and more frugal. It's practical and good to drive, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 90	-	5	15995	6718	5-M	11	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Dynamique Nav dCi 90	315	5	16995	7138	5-M	12	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Dynamique Nav dCi 90 Auto	-	5	18095	7600	5-A	12	106	13.5	72.4	103	1461	89/4000	-	162/1750	-	1213	900
D	Dynamique Nav dCi 110	-	5	17695	7432	6-M	15	109	11.0	76.4	98	1461	109/4000	-	192/1750	-	1190	900
D	Dynamique S Nav dCi 90	331	5	18495	7768	5-M	12	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
D	Dynamique S Nav dCi 90 Auto	-	5	19595	8230	5-A	12	106	13.5	72.4	103	1461	89/4000	-	162/1750	-	1213	900
D	Dynamique S Nav dCi 110	-	5	19195	8062	6-M	15	109	11.0	76.4	98	1461	109/4000	-	192/1750	-	1190	900
D	Signature Nav dCi 90	-	5	20195	8482	5-M	12	106	13.1	74.3	99	1461	89/4000	-	162/1750	-	1170	900
D	Signature Nav dCi 90 Auto	-	5	21195	8902	5-A	12	106	13.5	68.9	107	1461	89/4000	-	162/1750	-	1213	900
D	Signature Nav dCi 110	-	5	20795	8734	6-M	15	109	11.0	72.4	101	1461	109/4000	-	192/1750	-	1190	900

Megane

Rating ★★★½☆

Facelift brings keener prices and good equipment levels to compete with new entrants in the medium class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Coupé Dynamique Nav dCi 110	-	3	20945	7540	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé Dynamique Nav dCi 110 Auto	-	3	21945	7900	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé Dynamique Nav dCi 130	-	3	21445	7720	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé Limited Nav dCi 110	-	3	21445	7720	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé Limited Nav dCi 110 Auto	-	3	22445	8080	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé Limited Nav dCi 130	-	3	21945	7900	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Coupé GT Line Nav dCi 110	-	3	22445	8080	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1205	1300
D	Coupé GT Line Nav dCi 110 Auto	-	3	23445	8440	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1205	1300
D	Coupé GT Line Nav dCi 130	-	3	22945	8260	6-M	23	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Expression+ dCi 110	-	5	18245	6203	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1215	1300
D	Expression+ dCi 110 Auto	-	5	19245	6543	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1290	1300
D	Dynamique Nav dCi 110	-	5	19245	6543	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1215	1300
D	Dynamique Nav dCi 110 Auto	-	5	20245	6883	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1290	1300
D	Dynamique Nav dCi 130	-	5	19745	6713	6-M	21	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	Limited Nav dCi 110	-	5	19745	6713	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1215	1300
D	Limited Nav dCi 110 Auto	-	5	20745	7053	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1290	1300
D	Limited Nav dCi 130	-	5	20245	6883	6-M	20	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	GT Line Nav dCi 110	-	5	20745	7053	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1215	1300
D	GT Line Nav dCi 110 Auto	-	5	21745	7393	6-A	19	118	11.7	67.3	110	1461	109/4000	-	177/1750	-	1290	1300
D	GT Line Nav dCi 130	-	5	21245	7223	6-M	22	124	9.8	70.6	104	1598	129/4000	-	236/1750	-	1320	1300
D	ST Expression+ dCi 110	-	5	19245	6158	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Expression+ dCi 110 Auto	-	5	20245	6478	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique Nav dCi 110	-	5	20245	6478	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Dynamique Nav dCi 110 Auto	-	5	21245	6798	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Dynamique Nav dCi 130	-	5	20745	7053	6-M	21	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST Limited Nav dCi 110	-	5	20745	6638	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST Limited Nav dCi 110 Auto	-	5	21745	6958	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST Limited Nav dCi 130	-	5	21245	7223	6-M	20	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500
D	ST GT Line Nav dCi 110	-	5	21745	6958	6-M	19	118	12.1	80.7	90	1461	109/4000	-	192/1750	-	1302	1500
D	ST GT Line Nav dCi 110 Auto	-	5	22745	7278	6-A	19	118	12.1	67.3	110	1461	109/4000	-	177/1750	-	1289	1500
D	ST GT Line Nav dCi 130	-	5	22245	7563	6-M	22	124	10.1	70.6	104	1598	129/4000	-	236/1750	-	1320	1500

Kadjar

Rating ★★★½☆

Renault takes on the Qashqai, using a significant portion of its underpinnings. Efficient, well equipped and good to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Expression+ dCi 110	-	5	19895	8754	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1380	1350
D	Expression+ dCi 110 Auto	-	5	21095	9282	6-A	14	112	11.7	74.3	99	1461	109/4000	-	192/1750	-	1407	1450
D	Dynamique Nav dCi 110	-	5	21595	9502	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1380	1350
D	Dynamique Nav dCi 110 Auto	-	5	22795	10030	6-A	14	112	11.7	74.3	99	1461	109/4000	-	192/1750	-	1407	1450
D	Dynamique Nav dCi 130	-	5	22795	10030	6-M	17	118	9.9	65.7	113	1598	129/4000	-	236/1750	-	1415	1800
D	Dynamique Nav dCi 130 4WD	-	5	24295	10690	6-M	18	118	10.5	58.8	126	1598	129/4000	-	236/1750	-	1536	1800
D	Dynamique S Nav dCi 110	-	5	22395	9854	6-M	14	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1380	1350
D	Dynamique S Nav dCi 110 Auto	-	5	23595	10382	6-A	14	112	11.7	74.3	99	1461	109/4000	-	192/1750	-	1407	1450
D	Dynamique S Nav dCi 130	-	5	23595	10382	6-M	18	118	9.9	65.7	113	1598	129/4000	-	236/1750	-	1415	1800
D	Dynamique S Nav dCi 130 4WD	-	5	25095	11042	6-M	18	118	10.5	58.8	126	1598	129/4000	-	236/1750	-	1536	1800
D	Signature Nav dCi 110	-	5	23595	10382	6-M	15	113	11.9	74.3	99	1461	109/4000	-	192/1750	-	1380	1350
D	Signature Nav dCi 110 Auto	-	5	24795	10910	6-A	15	112	11.7	74.3	99	1461	109/4000	-	192/1750	-	1407	1450
D	Signature Nav dCi 130	-	5	24795	10910	6-M	18	118	9.9	65.7	113	1598	129/4000	-	236/1750	-	1415	1800
D	Signature Nav dCi 130 4WD	-	5	26295	11570	6-M	18	118	10.5	58.8	126	1598	129/4000	-	236/1750	-	1536	1800

Scenic

Rating ★★★★☆

Spacious, comfortable, frugal and stylish, and all mated to a decent driving experience too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	XMOD Dynamique Nav dCi 110	-	5	21395	8558	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1457	1300
D	XMOD Dynamique Nav dCi 110 Auto	-	5	22495	8998	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
D	XMOD Dynamique Nav dCi 130	-	5	22495	8998	6-M	24	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1511	1300
D	Dynamique Nav dCi 110	-	5	21395	8558	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
D	Dynamique Nav dCi 110 Auto	-	5	22495	8998	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
D	Dynamique Nav dCi 130	-	5	22495	8998	6-M	23	121	10.3	64.2	114	1598	129/4000	-	236/1750	-	1490	1300
D	LImited Nav dCi 110	-	5	21895	8758	6-M	19	112	12.5	68.9	105	1461	109/4000	-	192/1750	-	1434	1300
D	LImited Nav dCi 110 Auto	-	5	22995	9198	6-A	19	112	13.4	60.1	124	1461	109/4000	-	177/1750	-	1461	1300
D	LImited Nav dCi 130	-	5	22995	9198	6-M	23	121	10.3	62.8	116	1598	129/4000	-	236/1750	-	1505	1300
D	Grand Dynamique Nav dCi 110	-	5	22615	9046	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
D	Grand Dynamique Nav dCi 110 Auto	-	5	23715	9486	6-A	19	112	14.3	60.1	124	1461	109/4000	-	177/1750	-	1544	1300
D	Grand Dynamique Nav dCi 130	318	5	23715	9486	6-M	24	121	11.1	64.2	114	1598	129/4000	-	236/1750	-	1563	1300
D	Grand Limited Nav dCi 110	-	5	23115	9246	6-M	19	112	13.5	68.9	105	1461	109/4000	-	192/1750	-	1516	1300
D	Grand Limited Nav dCi 110 Auto	-	5	24215	9686	6-A	19	112	14.3	60.1	124	1461	109/4000	-	177/1750	-	1544	1300
D	Grand Limited Nav dCi 130	-	5	24215	9686	6-M	24	121	11.1	62.8	116	1598	129/4000	-	236/1750	-	1600	1300

Twizy

Rating ★★★½☆

It's funky, and a real hoot. This city quadricycle is perfect if you live on the Riviera.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Expression (Batteries leased)	-	2	6895	tba	1-A	10	50	-	(62)	0	-	-	17	-	42	474	0
E	Dynamique (Batteries leased)	-	2	7595	tba	1-A	11	50	-	(62)	0	-	-	17	-	42	474	0

Zoe

Rating ★★★★☆

All-electric supermini priced in line with a diesel. It's good to drive, and makes sense for low mileage users.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	Expression Nav (Batteries leased)	-	5	13445	tba	1-A	tba	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	Dynamique Nav (Batteries leased)	-	5	15045	tba	1-A	tba	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	Dynamique Nav Rapid Charge (Batteries leased)	315	5	15545	tba	1-A	tba	84	13.5	(130)	0	-	-	87	-	162	1468	0
E	i Expression Nav (Batteries included)	-	5	18445	tba	1-A	tba	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	i Dynamique Nav (Batteries included)	-	5	20045	tba	1-A	tba	84	13.5	(149)	0	-	-	87	-	162	1468	0
E	i Dynamique Nav Rapid Charge (Batteries included)	315	5	20545	tba	1-A	tba	84	13.5	(130)	0	-	-	87	-	162	1468	0

SEAT

UK dealers: 123 **Warranty:** 3 years/60,000miles **Servicing:** Variable Schedule

Mii

Rating ★★★★☆

Part of the up! and Citigo trio, it's great value, good to drive, and cheap to run. What more could you want?

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE Ecomotive 1.0 12V	-	3	10145	4261	5-M	tba	tba	tba	68.9	95	999	tba	-	tba	-	tba	tba
P	SE Ecomotive 1.0 12V	-	5	10495	4408	5-M	tba	tba	tba	68.9	95	999	tba	-	tba	-	tba	tba

New Ibiza

Rating ★★★★☆

It may look like the previous car, but under the skin it's got new tech and a fresh interior. More frugal, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SC SE 1.0 EcoTSI	-	3	13425	5370	tba	tba	tba	tba	68.9	94	tba	tba	-	tba	-	tba	tba
D	SC FR 1.4 TDI	-	3	16885	7767	tba	tba	tba	tba	78.5	95	tba	tba	-	tba	-	tba	tba
D	S 1.4 TDI	-	5	14645	5858	tba	tba	tba	tba	74.3	101	tba	tba	-	tba	-	tba	tba
P	SE 1.0 EcoTSI	-	5	13875	5550	tba	tba	tba	tba	68.9	94	tba	tba	-	tba	-	tba	tba
D	SE 1.4 TDI Ecomotive	-	5	15475	6190	tba	tba	tba	tba	83.1	88	tba	tba	-	tba	-	tba	tba
D	FR 1.4 TDI	-	5	17335	7974	tba	tba	tba	tba	78.5	95	tba	tba	-	tba	-	tba	tba
D	ST SE 1.0 EcoTSI	-	5	14575	5539	tba	tba	tba	tba	68.9	94	tba	tba	-	tba	-	tba	tba
D	ST SE 1.4 TDI Ecomotive	-	5	16175	6147	tba	tba	tba	tba	80.7	90	tba	tba	-	tba	-	tba	tba
D	ST FR 1.4 TDI Auto	-	5	18570	7799	tba	tba	tba	tba	76.3	99	tba	tba	-	tba	-	tba	tba
D	ST FR 1.4 TDI	-	5	18035	7575	tba	tba	tba	tba	76.3	97	tba	tba	-	tba	-	tba	tba

Ibiza

Rating ★★★½☆

It's got driving edge and the reassurance of VW backing. Prices are keen and standard kit isn't bad either.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SC FR 1.6 TDI	-	3	16050	7383	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	S 1.2 TDI	-	5	13995	5598	5-M	7	104	13.9	72.4	102	1199	74/4000	-	133/1500	-	1135	1000
D	S 1.2 TDI Ecomotive	-	5	14520	5808	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
D	SE 1.2 TDI Ecomotive	299	5	15050	6020	5-M	7	107	13.9	80.7	92	1199	74/4000	-	133/1500	-	1150	1000
D	SE 1.6 TDI	-	5	15600	6240	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	FR 1.6 TDI	-	5	16600	7636	5-M	14	117	10.5	65.7	112	1598	103/4400	-	184/1500	-	1170	1200
D	ST S 1.2 TDI Ecomotive	-	5	15220	5784	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
D	ST SE 1.2 TDI Ecomotive	-	5	15750	5985	5-M	7	107	14.6	80.7	92	1199	74/4000	-	133/1500	-	1205	1000
D	ST SE 1.6 TDI	-	5	16300	6194	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200
D	ST FR 1.6 TDI	-	5	17300	7266	5-M	14	117	10.9	65.7	112	1598	103/4400	-	184/1500	-	1225	1200

Toledo

Rating ★★★½☆

It's keenly priced and shares a design with the Skoda Rapid, making it one of the most spacious cars in its class.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.4 TDI Auto	-	5	17215	6886	7-A	tba	tba	tba	78.5	94	tba	tba	-	tba	-	tba	tba
D	SE 1.6 TDI	-	5	17380	6952	5-M	tba	tba	tba	68.9	107	tba	tba	-	tba	-	tba	tba
D	Style 1.6 TDI	-	5	18800	7520	5-M	tba	tba	tba	68.9	109	tba	tba	-	tba	-	tba	tba
D	Style Advanced 1.6 TDI	-	5	19590	7836	5-M	tba	tba	tba	68.9	109	tba	tba	-	tba	-	tba	tba

LONG TERM TEST

Leon

Rating ★★★★½

A Golf in a sporty Spanish outfit, it's a well-balanced combination of style, solidity and refinement.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SC SE 1.6 TDI	-	3	19100	7258	5-M	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SC SE 1.6 TDI Auto	-	3	20350	7733	7-A	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SC FR 2.0 TDI	-	3	22055	9704	6-M	tba	tba	tba	67.3	108	tba	tba	-	tba	-	tba	tba
D	SC FR 2.0 TDI Auto	-	3	23405	10298	6-A	tba	tba	tba	62.8	117	tba	tba	-	tba	-	tba	tba
D	SC FR 2.0 TDI	320	3	23045	11523	6-M	tba	tba	tba	65.7	113	tba	tba	-	tba	-	tba	tba
D	SC FR 2.0 TDI Auto	-	3	24395	12198	6-A	tba	tba	tba	60.1	122	tba	tba	-	tba	-	tba	tba
D	S 1.6 TDI	-	5	18230	6927	5-M	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SE 1.6 TDI	-	5	19400	7372	5-M	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SE 1.6 TDI Auto	-	5	20650	7847	7-A	tba	tba	tba	74.3	99	tba	tba	-	tba	-	tba	tba
D	SE 1.6 TDI Ecomotive	328	5	20390	7748	6-M	tba	tba	tba	83.1	89	tba	tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	20750	8715	6-M	tba	tba	tba	68.9	106	tba	tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	22000	9240	6-A	tba	tba	tba	64.2	115	tba	tba	-	tba	-	tba	tba
D	FR 2.0 TDI	320	5	22355	9836	6-M	tba	tba	tba	67.3	108	tba	tba	-	tba	-	tba	tba
D	FR 2.0 TDI Auto	-	5	23705	10430	6-A	tba	tba	tba	62.8	117	tba	tba	-	tba	-	tba	tba
D	FR 2.0 TDI	-	5	23345	11673	6-M	tba	tba	tba	65.7	113	tba	tba	-	tba	-	tba	tba
D	FR 2.0 TDI Auto	-	5	24695	12348	6-A	tba	tba	tba	60.1	112	tba	tba	-	tba	-	tba	tba
D	ST S 1.6 TDI	-	5	19225	7306	5-M	tba	tba	tba	72.4	102	tba	tba	-	tba	-	tba	tba
D	ST SE 1.6 TDI	-	5	20395	7750	5-M	tba	tba	tba	72.4	102	tba	tba	-	tba	-	tba	tba
D	ST SE 1.6 TDI Auto	-	5	21645	8225	7-A	tba	tba	tba	72.4	102	tba	tba	-	tba	-	tba	tba
D	ST SE 1.6 TDI Ecomotive	-	5	21385	8126	6-M	tba	tba	tba	83.1	89	tba	tba	-	tba	-	tba	tba
D	ST SE 2.0 TDI	-	5	21745	9133	6-M	tba	tba	tba	68.9	106	tba	tba	-	tba	-	tba	tba
D	ST SE 2.0 TDI Auto	-	5	22995	9658	6-A	tba	tba	tba	64.2	115	tba	tba	-	tba	-	tba	tba
D	ST FR 2.0 TDI	330	5	23350	10274	6-M	tba	tba	tba	67.3	108	tba	tba	-	tba	-	tba	tba
D	ST FR 2.0 TDI Auto	-	5	24700	10868	6-A	tba	tba	tba	62.8	117	tba	tba	-	tba	-	tba	tba
D	ST FR 2.0 TDI	-	5	24340	12170	6-M	tba	tba	tba	62.8	116	tba	tba	-	tba	-	tba	tba
D	ST FR 2.0 TDI Auto	-	5	25690	12845	6-A	tba	tba	tba	58.9	125	tba	tba	-	tba	-	tba	tba
D	X-PERIENCE SE 2.0 TDI	-	5	24920	10965	6-M	tba	tba	tba	58.9	125	tba	tba	-	tba	-	tba	tba
D	X-PERIENCE SE Technology 2.0 TDI	-	5	26905	11838	6-M	tba	tba	tba	58.9	125	tba	tba	-	tba	-	tba	tba
D	X-PERIENCE SE Technology 2.0 TDI Auto	-	5	29880	14940	6-A	tba	tba	tba	57.6	129	tba	tba	-	tba	-	tba	tba

Altea

Rating ★★★☆☆

Take normal MPV formula and stir in Spanish spice. Decent results but add XL to mix if you need space.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	I-TECH 1.6 TDI Ecomotive	-	5	15445	5869	5-M	14	114	12.2	62.8	119	1598	103/4400	-	184/1500	-	1450	1400
D	I-TECH 1.6 TDI Auto	-	5	16315	6200	7-A	14	114	12.4	57.6	129	1598	103/4400	-	184/1500	-	1475	1400

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	I-TECH 2.0 TDI	-	5	16245	6173	6-M	19	125	9.7	57.6	129	1968	138/4200	-	236/1750	-	1465	1400
D	XL I-TECH 1.6 TDI Ecomotive	-	5	16165	6143	5-M	13	114	12.4	62.8	119	1598	103/4400	-	184/1500	-	1480	1400
D	XL I-TECH 1.6 TDI Auto	-	5	17035	6473	7-A	13	114	12.6	57.6	129	1598	103/4400	-	184/1500	-	1505	1400
D	XL I-TECH 2.0 TDI	-	5	16965	6447	6-M	19	125	9.8	57.6	129	1968	138/4200	-	236/1750	-	1490	1400

New Alhambra

Rating COMING SOON

Our favourite MPV for 2011 and 2012 is civilised to drive and roomy. Beats the Galaxy and Sharan for price.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI Ecomotive	-	5	26775	14459	6-M	tba	tba	tba	57.6	130	1968	tba	-	tba	-	tba	tba
D	S 2.0 TDI Auto	-	5	28075	15161	6-A	tba	tba	tba	55.4	136	1968	tba	-	tba	-	tba	tba
D	SE 2.0 TDI Ecomotive	-	5	28675	15485	6-M	tba	tba	tba	56.5	131	1968	tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	29975	16187	6-A	tba	tba	tba	54.3	137	1968	tba	-	tba	-	tba	tba
D	SE Lux 2.0 TDI Ecomotive	-	5	32115	17342	6-M	tba	tba	tba	56.5	131	1968	tba	-	tba	-	tba	tba
D	SE Lux 2.0 TDI Auto	-	5	33415	18044	6-A	tba	tba	tba	54.3	137	1968	tba	-	tba	-	tba	tba
D	SE Lux 2.0 TDI	-	5	33540	18112	6-M	tba	tba	tba	53.3	138	1968	tba	-	tba	-	tba	tba
D	SE Lux 2.0 TDI Auto	-	5	34840	18814	6-A	tba	tba	tba	53.3	139	1968	tba	-	tba	-	tba	tba

SKODA

UK dealers: 134 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule

Citigo

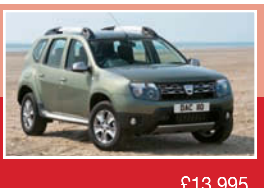
Rating ★★★★½

Cheapest sub-100g/km models of the VW Group small car trio. Great to drive, comfortable and looks classy.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	SE 1.0 MPI GreenTech	-	3	9495	4937	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE 1.0 MPI GreenTech	-	5	9845	5316	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	3	10075	5239	5-M	tba	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	5	10425	5630	5-M	tba	100	14.4	68.9	95	999	59/5000	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	3	10465	5442	5-M	tba	107	13.2	67.3	98	999	74/6200	-	70/3000	-	865	0
P	SE L 1.0 MPI GreenTech	-	5	10815	5840	5-M	tba	107	13.2	67.3	98	999	74/6200	-	70/3000	-	865	0

TOP5

CHEAPEST DIESEL 4X4S



1. Dacia Duster Ambiance dCi 110 4x4 — £13,995
2. Dacia Duster Lauréate dCi 110 4x4 — £15,495
3. Fiat Panda 4x4 1.3 MultiJet — £15,575
4. Dacia Duster Lauréate Prime dCi 110 4x4 — £15,995
5. SsangYong Korando SE4 — £16,495

New Fabia

Rating ★★★★

Latest car is both smarter and more frugal, with sharper looks and better equipment. It's pricier, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.4 TDI	-	5	14090	5918	5-M	12	113	11.1	78.6	93	1422	89/3000	-	170/1750	-	1081	1100
D	S 1.4 TDI Auto	-	5	15090	6338	7-A	12	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE 1.4 TDI	-	5	15450	6489	5-M	10	113	11.1	78.6	93	1422	89/3000	-	170/1750	-	1081	1100
D	SE 1.4 TDI Auto	-	5	16450	6909	7-A	10	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE L 1.4 TDI	335	5	16240	6821	5-M	11	113	11.1	78.6	93	1422	89/3000	-	170/1750	-	1081	1100
D	SE L 1.4 TDI Auto	-	5	17240	7241	7-A	11	113	11.1	74.3	99	1422	89/3000	-	170/1750	-	1111	1100
D	SE L 1.4 TDI	-	5	16840	7073	5-M	12	120	10.1	78.6	95	1422	104/3500	-	184/1750	-	1080	1100
D	Estate S 1.4 TDI	-	5	15090	6338	5-M	10	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate S 1.4 TDI Auto	-	5	16090	6758	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE 1.4 TDI	-	5	16595	6970	5-M	10	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate SE 1.4 TDI Auto	-	5	17595	7390	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE L 1.4 TDI	-	5	17385	7302	5-M	11	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105	1100
D	Estate SE L 1.4 TDI Auto	-	5	18385	7722	7-A	10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135	1100
D	Estate SE L 1.4 TDI	-	5	17985	7554	5-M	12	122	10.2	76.4	97	1422	104/3500	-	184/1750	-	1114	1100

Roomster

Rating ★★★

Dumpy looks do it no favours: this mini MPV is versatile and roomy, and isn't too bad to drive either.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	GreenLine II 1.2 TDI CR	-	5	16325	5877	5-M	9	103	15.4	67.3	109	1199	74/4200	-	133/2000	-	1239	1000
D	SE 1.6 TDI CR	-	5	15415	6474	5-M	11	106	13.3	60.1	124	1598	89/4200	-	170/1500	-	1247	1200
D	SE 1.6 TDI CR	-	5	15640	6569	5-M	13	112	11.5	60.1	124	1598	104/4400	-	184/1500	-	1247	1200
D	Scout 1.6 TDI CR	-	5	15965	6705	5-M	11	106	13.3	60.1	124	1598	89/4200	-	170/1500	-	1247	1200
D	Scout 1.6 TDI CR	-	5	16190	6800	5-M	13	112	11.5	60.1	124	1598	104/4400	-	184/1500	-	1247	1200

LONG TERM TEST

Rapid

Rating ★★★½

You want a hatch that has bags of room and plenty of vroom? Here's a versatile option from Skoda.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.4 TDI	-	5	16280	6512	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	S 1.4 TDI Auto	-	5	17440	6976	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	S 1.6 TDI	-	5	17160	6864	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	SE 1.4 TDI	-	5	17255	6902	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	SE 1.4 TDI Auto	-	5	18415	7366	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	SE 1.6 TDI	-	5	18135	7254	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	SE L 1.4 TDI	-	5	18005	7202	5-M	tba	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159	1000
D	SE L 1.4 TDI Auto	-	5	19165	7666	7-A	tba	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180	1000
D	SE L 1.6 TDI	-	5	18885	7554	5-M	tba	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217	1200
D	Spaceback S 1.4 TDI	-	5	16590	6636	5-M	tba	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback S 1.4 TDI Auto	-	5	17750	7100	7-A	tba	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
D	Spaceback S 1.6 TDI	-	5	17570	7028	5-M	tba	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200
D	Spaceback SE Tech 1.4 TDI	-	5	17755	7102	5-M	tba	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback SE Tech 1.4 TDI Auto	-	5	18915	7566	7-A	tba	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
D	Spaceback SE Tech 1.6 TDI	-	5	18735	7494	5-M	tba	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200
D	Spaceback SE Sport 1.4 TDI	-	5	18955	7582	5-M	tba	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154	1000
D	Spaceback SE Sport 1.4 TDI Auto	-	5	20115	8046	7-A	tba	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175	1000
D	Spaceback SE Sport 1.6 TDI	-	5	19935	7974	5-M	tba	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212	1200

LONG TERM TEST

Octavia

Rating ★★★★½

Has grace, space and pace. All underpinned by Volkswagen Golf origins. It makes for a cracking combination.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	18300	8052	5-M	tba	122	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	S 1.6 TDI Auto	-	5	19550	8602	7-A	tba	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE 1.6 TDI	-	5	19650	8646	5-M	tba	122	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	SE 1.6 TDI Auto	-	5	20900	9196	7-A	tba	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE 2.0 TDI	-	5	20535	9857	6-M	tba	135	8.4	70.5	106	1968	148/3500	-	251/1750	-	1257	1600
D	SE 2.0 TDI Auto	-	5	21785	10457	6-A	tba	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277	1600
D	GreenLine III 1.6 TDI	328	5	20225	8899	6-M	tba	122	10.5	80.7	90	1598	108/3200	-	184/1500	-	1205	1000
D	SE L 1.6 TDI	-	5	21350	9394	5-M	tba	122	10.5	74.3	99	1598	108/3200	-	184/1500	-	1230	1500
D	SE L 1.6 TDI Auto	-	5	22600	9944	7-A	tba	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245	1500
D	SE L 2.0 TDI	-	5	22235	10673	6-M	tba	135	8.4	70.5	106	1968	148/3500	-	251/1750	-	1257	1600
D	SE L 2.0 TDI Auto	-	5	23485	11273	6-A	tba	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277	1600
D	Laurin & Klement 2.0 TDI	-	5	26465	12703	6-M	tba	135	8.4	68.9	107	1968	148/3500	-	251/1750	-	1257	1600
D	Laurin & Klement 2.0 TDI Auto	-	5	27715	13303	6-A	tba	134	8.5	62.8	117	1968	148/3500	-	251/1750	-	1277	1600
D	vRS 2.0 TDI	315	5	24075	12038	6-M	tba	144	8.1	64.2	115	1968	181/3500	-	280/1750	-	1378	1600
D	vRS 2.0 TDI Auto	-	5	25465	12733	6-A	tba	143	8.2	60.1	124	1968	181/3500	-	280/1750	-	1398	1600
D	Estate S 1.6 TDI	-	5	19500	8580	5-M	tba	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate S 1.6 TDI Auto	-	5	20750	9130	7-A	tba	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE 1.6 TDI	-	5	20850	9174	5-M	tba	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate SE 1.6 TDI Auto	-	5	22100	9724	7-A	tba	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE 1.6 TDI 4x4	-	5	22300	9812	6-M	tba	119	11.5	64.2	118	1598	108/3200	-	184/1500	-	1360	1700
D	Estate SE 2.0 TDI	-	5	21735	9998	6-M	tba	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279	1600
D	Estate SE 2.0 TDI Auto	-	5	22985	10573	6-A	tba	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299	1600
D	Estate SE 2.0 TDI 4x4	-	5	23185	10665	6-M	tba	132	8.6	61.4	120	1968	148/3500	-	251/1750	-	1383	2000
D	Estate GreenLine III 1.6 TDI	-	5	21425	9427	6-M	tba	121	10.8	80.7	90	1598	108/3200	-	184/1500	-	1205	1000
D	Estate SE L 1.6 TDI	-	5	22550	9922	5-M	tba	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252	1500
D	Estate SE L 1.6 TDI Auto	-	5	23800	10472	7-A	tba	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267	1500
D	Estate SE L 1.6 TDI 4x4	-	5	24000	10560	6-M	tba	119	11.5	64.2	118	1598	108/3200	-	184/1500	-	1360	1700
D	Estate SE L 2.0 TDI	-	5	23435	10780	6-M	tba	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279	1600
D	Estate SE L 2.0 TDI Auto	-	5	24685	11355	6-A	tba	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299	1600
D	Estate SE L 2.0 TDI 4x4	-	5	24885	11447	6-M	tba	132	8.6	61.4	120	1968	148/3500	-	251/1750	-	1383	2000
D	Estate Laurin & Klement 2.0 TDI	-	5	27665	12726	6-M	tba	134	8.5	68.9	107	1968	148/3500	-	251/1750	-	1279	1600
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	28915	13301	6-A	tba	132	8.6	62.8	117	1968	148/3500	-	251/1750	-	1299	1600
D	Estate Laurin & Klement 2.0 TDI 4x4	-	5	29115	13393	6-M	tba	132	8.6	60.1	122	1968	148/3500	-	251/1750	-	1383	2000
D	Estate vRS 2.0 TDI	-	5	25275	12132	6-M	tba	143	8.2	64.2	117	1968	181/3500	-	280/1750	-	1400	1600
D	Estate vRS 2.0 TDI Auto	-	5	26665	12799	6-A	tba	142	8.3	60.1	124	1968	181/3500	-	280/1750	-	1420	1600
D	Scout 2.0 TDI 4x4	-	5	25405	12703	6-M	tba	127	9.1	58.9	125	1968	148/3500	-	251/1750	-	1451	2000
D	Scout 2.0 TDI 4x4 Auto	332	5	28200	14100	6-A	tba	136	7.8	56.5	129	1968	181/3500	-	280/1750	-	1484	1800

New Superb

Rating COMING SOON

Classier, it now fits its name more so than ever before. We've yet to test it, but will do soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	20040	8016	6-M	tba	tba	tba	tba	108	1598	118/3500	-	184/1500	-	tba	tba
D	S 1.6 TDI Auto	-	5	21440	8576	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	SE 1.6 TDI	-	5	21590	8636	6-M	tba	tba	tba	tba	108	1598	118/3500	-	184/1500	-	tba	tba
D	SE 1.6 TDI Auto	-	5	22990	9196	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	SE 2.0 TDI	-	5	22090	9278	6-M	tba	tba	tba	tba	108	1968	148/3500	-	251/1750	-	tba	tba
D	SE 2.0 TDI Auto	-	5	23490	9866	6-A	tba	tba	tba	tba	118	1968	148/3500	-	251/1750	-	tba	tba
D	SE 2.0 TDI 4x4	-	5	23590	9908	6-M	tba	tba	tba	tba	119	1968	148/3500	-	251/1750	-	tba	tba
D	SE Business 1.6 TDI	-	5	21590	8636	6-M	tba	tba	tba	tba	108	1598	118/3500	-	184/1500	-	tba	tba
D	SE Business 1.6 TDI Auto	-	5	22990	9196	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	SE Business 2.0 TDI	-	5	22090	9278	6-M	tba	tba	tba	tba	108	1968	148/3500	-	251/1750	-	tba	tba
D	SE Business 2.0 TDI Auto	-	5	23490	9866	6-A	tba	tba	tba	tba	118	1968	148/3500	-	251/1750	-	tba	tba
D	SE L Executive 2.0 TDI	-	5	25120	10550	6-M	tba	tba	tba	tba	109	1968	148/3500	-	251/1750	-	tba	tba
D	SE L Executive 2.0 TDI Auto	-	5	26520	11138	6-A	tba	tba	tba	tba	119	1968	148/3500	-	251/1750	-	tba	tba
D	SE L Executive 2.0 TDI 4x4	-	5	26620	11180	6-M	tba	tba	tba	tba	120	1968	148/3500	-	251/1750	-	tba	tba
D	SE L Executive 2.0 TDI	-	5	27320	11474	6-M	tba	tba	tba	tba	107	1968	188/3500	-	295/1750	-	tba	tba
D	SE L Executive 2.0 TDI Auto	-	5	28720	12062	6-A	tba	tba	tba	tba	119	1968	188/3500	-	295/1750	-	tba	tba
D	SE L Executive 2.0 TDI 4x4 Auto	-	5	30220	12692	6-A	tba	tba	tba	tba	132	1968	188/3500	-	295/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI	-	5	28740	12071	6-M	tba	tba	tba	tba	109	1968	148/3500	-	251/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI Auto	-	5	30140	12659	6-A	tba	tba	tba	tba	119	1968	148/3500	-	251/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI 4x4	-	5	30240	12701	6-M	tba	tba	tba	tba	120	1968	148/3500	-	251/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI	-	5	30940	12995	6-M	tba	tba	tba	tba	107	1968	188/3500	-	295/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI Auto	-	5	32340	13583	6-A	tba	tba	tba	tba	119	1968	188/3500	-	295/1750	-	tba	tba
D	Laurin & Klement 2.0 TDI 4x4 Auto	-	5	33840	14213	6-A	tba	tba	tba	tba	132	1968	188/3500	-	295/1750	-	tba	tba
D	Estate S 1.6 TDI	-	5	21240	9346	6-M	tba	tba	tba	tba	109	1598	118/3500	-	184/1500	-	tba	tba
D	Estate S 1.6 TDI Auto	-	5	22640	9962	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE 1.6 TDI	-	5	22790	10028	6-M	tba	tba	tba	tba	109	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE 1.6 TDI Auto	-	5	24190	10644	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE 2.0 TDI	-	5	23290	10713	6-M	tba	tba	tba	tba	109	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE 2.0 TDI Auto	-	5	24690	11357	6-A	tba	tba	tba	tba	121	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE 2.0 TDI 4x4	-	5	24790	11403	6-M	tba	tba	tba	tba	120	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE Business 1.6 TDI	-	5	22790	10028	6-M	tba	tba	tba	tba	109	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE Business 1.6 TDI Auto	-	5	24190	10644	7-A	tba	tba	tba	tba	105	1598	118/3500	-	184/1500	-	tba	tba
D	Estate SE Business 2.0 TDI	-	5	23290	10713	6-M	tba	tba	tba	tba	109	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE Business 2.0 TDI Auto	-	5	24690	11357	6-A	tba	tba	tba	tba	121	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI	-	5	26320	12107	6-M	tba	tba	tba	tba	110	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI Auto	-	5	27720	12751	6-A	tba	tba	tba	tba	122	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI 4x4	-	5	27820	12797	6-M	tba	tba	tba	tba	123	1968	148/3500	-	251/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI	-	5	28520	13119	6-M	tba	tba	tba	tba	110	1968	188/3500	-	295/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI Auto	-	5	29920	13763	6-A	tba	tba	tba	tba	120	1968	188/3500	-	295/1750	-	tba	tba
D	Estate SE L Executive 2.0 TDI 4x4 Auto	-	5	31420	14453	6-A	tba	tba	tba	tba	135	1968	188/3500	-	295/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI	-	5	29940	13772	6-M	tba	tba	tba	tba	110	1968	148/3500	-	251/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	31340	14416	6-A	tba	tba	tba	tba	122	1968	148/3500	-	251/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI 4x4	-	5	31440	14462	6-M	tba	tba	tba	tba	123	1968	148/3500	-	251/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI	-	5	32140	14784	6-M	tba	tba	tba	tba	110	1968	188/3500	-	295/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI Auto	-	5	33540	15428	6-A	tba	tba	tba	tba	120	1968	188/3500	-	295/1750	-	tba	tba
D	Estate Laurin & Klement 2.0 TDI 4x4 Auto	-	5	35040	16118	6-A	tba	tba	tba	tba	135	1968	188/3500	-	295/1750	-	tba	tba

Superb

Rating ★★★★½

Newly refreshed, and a little more expensive. There's still limousine levels of luxury though, and it's great to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI CR	-	5	19890	9945	6-M	17	121	12.1	62.8	117	1598	104/4400	-	184/1500	-	1437	1500
D	S 1.6 TDI CR GreenLine III	-	5	20200	10100	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	S 2.0 TDI CR	-	5	20490	10245	6-M	22	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	S 2.0 TDI CR Auto	-	5	21930	10965	6-A	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	SE 1.6 TDI CR GreenLine III	-	5	21665	10833	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	SE 2.0 TDI CR	-	5	22130	11065	6-M	23	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	SE 2.0 TDI CR Auto	-	5	23570	11785	6-A	23	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	SE 2.0 TDI CR	-	5	23060	11530	6-M	25	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	SE 2.0 TDI CR Auto	-	5	24500	12250	6-A	25	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
D	SE 2.0 TDI CR 4x4 Auto	-	5	25960	12980	6-A	24	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	SE Business 1.6 TDI CR GreenLine III	-	5	20625	10313	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	SE Business 2.0 TDI CR	-	5	21090	10545	6-M	22	132	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	SE Business 2.0 TDI CR Auto	-	5	22525	11263	6-A	22	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Elegance 1.6 TDI CR GreenLine III	-	5	23990	11995	6-M	17	122	12.2	67.3	109	1598	104/4400	-	184/1500	-	1444	0
D	Elegance 2.0 TDI CR	-	5	24840	12420	6-M	23	131	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	Elegance 2.0 TDI CR Auto	-	5	26280	13140	6-A	23	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Elegance 2.0 TDI CR 4x4	-	5	26430	13215	6-M	22	130	10.3	53.3	137	1968	138/4200	-	236/1750	-	1534	2000
D	Elegance 2.0 TDI CR	-	5	25770	12885	6-M	26	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	Elegance 2.0 TDI CR Auto	-	5	27210	13605	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
D	Elegance 2.0 TDI CR 4x4 Auto	-	5	28670	14335	6-A	25	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	Laurin & Klement 2.0 TDI CR	-	5	26960	13480	6-M	24	132	10.0	61.4	119	1968	138/4200	-	236/1750	-	1457	1800
D	Laurin & Klement 2.0 TDI CR Auto	-	5	28400	14200	6-A	24	132	10.1	54.3	135	1968	138/4200	-	236/1750	-	1479	1800
D	Laurin & Klement 2.0 TDI CR 4x4	-	5	28550	14275	6-M	23	130	10.3	53.3	137	1968	138/4200	-	236/1750	-	1534	2000
D	Laurin & Klement 2.0 TDI CR	-	5	27890	13945	6-M	26	138	8.6	61.4	120	1968	168/4200	-	258/1750	-	1465	1800
D	Laurin & Klement 2.0 TDI CR Auto	-	5	29330	14665	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750	-	1482	1800
D	Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	30790	15395	6-A	25	136	8.7	50.4	147	1968	168/4200	-	258/1750	-	1559	2000
D	Estate S 1.6 TDI CR	-	5	21015	10508	6-M	17	119	12.2	61.4	119	1598	104/4400	-	184/1500	-	1459	1500
D	Estate S 1.6 TDI CR GreenLine III	-	5	21325	10663	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate S 2.0 TDI CR	-	5	21615	10808	6-M	22	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate S 2.0 TDI CR Auto	-	5	23055	11528	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate SE 1.6 TDI CR GreenLine III	-	5	22945	11473	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate SE 2.0 TDI CR	-	5	23410	11705	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate SE 2.0 TDI CR Auto	-	5	24850	12425	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate SE 2.0 TDI CR	-	5	24340	12170	6-M	25	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate SE 2.0 TDI CR Auto	-	5	25780	12890	6-A	25	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
D	Estate SE 2.0 TDI CR 4x4 Auto	-	5	27240	13620	6-A	24	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate SE Business 1.6 TDI CR GreenLine III	-	5	21905	10953	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate SE Business 2.0 TDI CR	-	5	22370	11185	6-M	22	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate SE Business 2.0 TDI CR Auto	-	5	23810	11905	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Elegance 1.6 TDI CR GreenLine III	318	5	25375	12688	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	-	1466	0
D	Estate Elegance 2.0 TDI CR	-	5	26120	13060	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate Elegance 2.0 TDI CR Auto	-	5	27560	13780	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Elegance 2.0 TDI CR 4x4	-	5	27710	13855	6-M	22	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
D	Estate Elegance 2.0 TDI CR	-	5	27050	13525	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate Elegance 2.0 TDI CR Auto	-	5	28490	14245	6-A	26	137	8.7	52.3	141	1968	168/4200	-	258/1750	-	1504	1800
D	Estate Elegance 2.0 TDI CR 4x4 Auto	-	5	29950	14975	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate Laurin & Klement 2.0 TDI CR	-	5	28890	14445	6-M	24	131	10.1	61.4	119	1968	138/4200	-	236/1750	-	1479	1800
D	Estate Laurin & Klement 2.0 TDI CR Auto	-	5	30330	15165	6-A	24	130	10.2	55.4	134	1968	138/4200	-	236/1750	-	1501	1800
D	Estate Laurin & Klement 2.0 TDI CR 4x4	-	5	30480	15240	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
D	Estate Laurin & Klement 2.0 TDI CR	-	5	29820	14910	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	-	1487	1800
D	Estate Laurin & Klement 2.0 TDI CR Auto	-	5	31245	15623	6-A	26	137	8.7	54.3	138	1968	168/4200	-	258/1750	-	1504	1800
D	Estate Laurin & Klement 2.0 TDI CR 4x4 Auto	-	5	32720	16360	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000
D	Estate Outdoor Plus 2.0 TDI CR 4x4	-	5	28000	14000	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	-	1556	2000
D	Estate Outdoor Plus 2.0 TDI CR 4x4 Auto	-	5	30240	15120	6-A	25	135	8.8	49.6	149	1968	168/4200	-	258/1750	-	1581	2000

LONG TERM TEST

Yeti

Rating ★★★★½

It's a cool family tool with lots of space and great flexibility. It's fun to drive, too, with a selection of frugal engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	18300	10248	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	SE 2.0 TDI	-	5	19850	11116	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	SE L 2.0 TDI	-	5	21680	12141	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Yeti (continued)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Monte Carlo 2.0 TDI 4x4	-	5	24375	14138	6-M	tba	121	9.1	55.4	134	1968	148/3500	-	251/3000	-	1490	2100
D	Monte Carlo 2.0 TDI 4x4 Auto	-	5	25485	14781	6-A	tba	119	9.2	51.4	144	1968	148/3500	-	251/3000	-	1510	2100
D	Outdoor S 2.0 TDI	-	5	18300	10248	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	Outdoor S 2.0 TDI 4x4	-	5	20030	11217	6-M	tba	109	12.2	53.3	137	1968	109/3500	-	184/3500	-	1475	1800
D	Outdoor SE 2.0 TDI	-	5	19850	11116	5-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	Outdoor SE 2.0 TDI 4x4	-	5	21580	12085	6-M	tba	109	12.2	53.3	137	1968	109/3500	-	184/3500	-	1475	1800
D	Outdoor SE 2.0 TDI 4x4	-	5	22690	13160	6-M	tba	121	9.1	55.4	134	1968	148/3500	-	251/3000	-	1490	2100
D	Outdoor SE 2.0 TDI 4x4 Auto	-	5	23800	13804	6-A	tba	119	9.2	51.4	144	1968	148/3500	-	251/3000	-	1510	2100
D	Outdoor SE L 2.0 TDI	-	5	21680	12141	6-M	tba	112	11.6	62.8	118	1968	109/3500	-	184/3000	-	1377	1500
D	Outdoor SE L 2.0 TDI 4x4	-	5	24620	14280	6-M	tba	121	9.1	55.4	134	1968	148/3500	-	251/3000	-	1490	2100
D	Outdoor SE L 2.0 TDI 4x4 Auto	-	5	25730	14923	6-A	tba	119	9.2	51.4	144	1968	148/3500	-	251/3000	-	1510	2100
D	Outdoor Laurin & Klement 2.0 TDI 4x4	-	5	26180	15184	6-M	tba	121	9.1	55.4	134	1968	148/3500	-	251/3000	-	1490	2100
D	Outdoor Laurin & Klement 2.0 TDI 4x4 Auto	-	5	27290	15828	6-A	tba	119	9.2	51.4	144	1968	148/3500	-	251/3000	-	1510	2100

SMART

UK dealers: 52 **Warranty:** 3 years/Unlimited miles **Servicing:** 12,500miles

New fortwo

Rating ★★★½☆

More refined and grown up than before, with more tech, better economy and lower CO2. It's quite a bit pricier, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	passion	-	2	11125	4895	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	passion auto	-	2	12120	5333	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	passion	-	2	11720	5157	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	passion auto	-	2	12715	5595	6-A	8	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0
P	prime	-	2	11820	5201	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	prime auto	-	2	12815	5639	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	prime	-	2	12415	5463	5-M	8	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	prime auto	-	2	13410	5900	6-A	8	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0
P	proxy	-	2	11820	5201	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	proxy auto	-	2	12815	5639	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	proxy	-	2	12415	5463	5-M	9	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	proxy auto	-	2	13410	5900	6-A	9	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0
P	edition #1	-	2	13225	5819	5-M	3	94	14.4	68.9	93	999	70/6000	-	67/2850	-	880	0
P	edition #1 auto	-	2	14220	6257	6-A	3	94	15.1	68.9	94	999	70/6000	-	67/2850	-	935	0
P	edition #1	-	2	13820	6081	5-M	9	96	10.4	67.3	97	898	89/5500	-	100/2500	-	880	0
P	edition #1 auto	-	2	14815	6519	6-A	9	96	10.4	68.9	96	898	89/5500	-	100/2500	-	955	0

DID YOU KNOW?

The first passenger car in the world to use a common-rail diesel engine was the Alfa Romeo 156 2.4 JTD in 1997, with the Mercedes-Benz C 220 CDI going on sale shortly after.



New forfour

Rating ★★★½☆

Twinned with Renault's Twingo, it's a return for a smart car with the ability to carry more than two.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	passion	-	5	11620	5113	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	passion auto	-	5	12615	5551	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	passion	-	5	12215	5375	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	prime	-	5	12315	5419	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	prime auto	-	5	13310	5856	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	prime	-	5	12910	5680	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	night sky prime	-	5	12940	5694	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	night sky prime auto	-	5	13935	6131	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	night sky prime	-	5	13535	5955	5-M	8	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	proxy	-	5	12315	5419	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	proxy auto	-	5	13310	5856	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	proxy	-	5	12910	5680	5-M	9	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	night sky proxy	-	5	12940	5694	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	night sky proxy auto	-	5	13935	6131	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	night sky proxy	-	5	13535	5955	5-M	9	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0
P	edition #1	-	5	13720	6037	5-M	2	94	15.9	67.3	97	999	70/6000	-	67/2850	-	975	0
P	edition #1 auto	-	5	14715	6475	6-A	2	94	16.9	67.3	96	999	70/6000	-	67/2850	-	1005	0
P	edition #1	-	5	14315	6299	5-M	9	102	11.2	65.7	99	898	89/5500	-	100/2500	-	995	0

SSANGYONG

UK dealers: 60 **Warranty:** 5 years/Unlimited miles **Servicing:** 12,500miles

Tivoli

Rating COMING SOON

SsangYong goes Juke chasing with new compact crossover. Diesel versions are yet to arrive. We will test it soon.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE	-	5	14200	6248	6-M	16	122	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
D	EX	-	5	15850	6974	6-M	16	122	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
D	EX Auto	-	5	16850	7414	6-A	16	122	tba	tba	146	1597	113/3400	-	221/1500	-	1355	1500
D	EX 4WD	-	5	17100	7524	6-M	16	109	tba	tba	123	1597	113/3400	-	221/1500	-	1390	1500
D	ELX	-	5	17250	7590	6-M	16	122	tba	tba	113	1597	113/3400	-	221/1500	-	1355	1500
D	ELX Auto	-	5	18250	8030	6-A	16	122	tba	tba	146	1597	113/3400	-	221/1500	-	1355	1500
D	ELX 4WD	-	5	18500	8140	6-M	16	109	tba	tba	123	1597	113/3400	-	221/1500	-	1390	1500
D	ELX 4WD Auto	-	5	19500	8580	6-A	16	109	tba	tba	156	1597	113/3400	-	221/1500	-	1390	1500

Korando

Rating ★★★☆☆

Korando's better than ever, with steady improvements and greater refinement. It's good value with excellent warranty.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE	330	5	14995	7198	6-M	22	116	9.9	47.1	147	1998	147/3400	-	266/2000	-	1666	2000
D	SE Limited Edition	-	5	16495	7918	6-M	tba	116	9.9	47.1	147	1998	147/3400	-	266/2000	-	1666	2000
D	SE4 4WD	-	5	16495	7918	6-M	22	116	9.9	45.6	157	1998	147/3400	-	266/2000	-	1747	2000
D	ELX4 4WD	-	5	19995	9598	6-M	24	116	9.9	45.6	157	1998	147/3400	-	266/2000	-	1747	2000
D	ELX4 4WD Auto	-	5	21495	10318	6-A	24	112	9.9	37.7	199	1998	173/4000	-	266/2000	-	1747	2000

Turismo

Rating COMING SOON

It's no oil painting, but it is an absolute bargain to buy. It's boat-like to drive, and majors on interior spaciousness.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S	-	5	17995	5758	6-M	31	107	-	37.2	199	1998	153/3400	-	266/1500	-	2115	2500
D	ES	-	5	19995	6398	6-M	32	107	-	37.2	199	1998	153/3400	-	266/1500	-	2115	2500
D	ES Auto	-	5	21495	6878	5-A	32	108	-	36.2	205	1998	153/3400	-	266/1500	-	2139	2500
D	EX 4WD Auto	-	5	23995	7678	5-A	33	108	-	34.9	212	1998	153/3400	-	266/1500	-	2248	2500

Rexton W

Rating ★★★☆☆

The Rexton name returns. Heavyweight SUV with excellent towing capacity and better quality than before.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SX 4WD	-	5	21995	9678	6-M	31	108	-	38.2	196	1998	153/4000	-	266/1500	-	2095	3000
D	EX 4WD	-	5	24495	10778	6-M	32	108	-	38.2	196	1998	153/4000	-	266/1500	-	2095	3000
D	EX 4WD Auto	-	5	25995	11438	5-A	32	109	-	36.2	206	1998	153/4000	-	266/1500	-	2128	3000
D	ELX 4WD Auto	-	5	27995	12318	5-A	tba	109	-	36.2	206	1998	153/4000	-	266/1500	-	2128	3000

Korando Sports

Rating ★★★☆☆

Multi-talented pick up fit for fields and the fast lane. It's cracking value, but steering is a touch numb on road though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SX 4WD	-	4	17938	7893	6-M	5	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
D	EX 4WD	-	4	20338	8949	6-M	6	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
D	EX 4WD Auto	-	4	22138	9741	6-A	6	106	-	35.3	212	1998	153/4000	-	266/1500	-	2110	2700

SUBARU

UK dealers: 69 **Warranty:** 5 years/100,000miles **Servicing:** 12,000miles

XV

Rating ★★★½☆

Subaru joins the smart crossover set. XV makes sense as a diesel do-it-all. Boxer engine a gem.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D SE	317	5	23995	11518	6-M	26	123	9.3	52.3	141	1998	145/3600	-	258/1600	-	1415	1600
D	2.0D SE Premium	-	5	25995	12478	6-M	27	123	9.3	52.3	141	1998	145/3600	-	258/1600	-	1415	1600

Forester

Rating ★★★☆☆

More chunky estate than SUV, powered by charismatic Boxer engine. Rugged, ready and now revised.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D X	-	5	24995	11498	6-M	24	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1552	2000
D	2.0D X Lineartronic	-	5	26495	12188	CVT	24	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1615	2000
D	2.0D XC	317	5	26995	12418	6-M	25	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1552	2000
D	2.0D XC Lineartronic	-	5	28495	13108	CVT	25	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1615	2000
D	2.0D XC Premium	-	5	29495	13568	6-M	25	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1567	2000
D	2.0D XC Premium Lineartronic	-	5	30995	14258	CVT	25	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1622	2000

New Outback

Rating ★★★★☆

Fifth generation Outback is cheaper than before, yet more sophisticated. A leap forward in every direction.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0D SE	-	5	27995	11758	6-M	22	124	9.7	50.4	145	1998	148/3600	-	258/1600	-	1622	1800
D	2.0D SE Lineartronic	-	5	29995	12598	CVT	18	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1678	1800
D	2.0D SE Premium	-	5	30995	13018	6-M	23	124	9.7	50.4	145	1998	148/3600	-	258/1600	-	1622	1800
D	2.0D SE Premium Lineartronic	-	5	32995	13858	CVT	19	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1678	1800

SUZUKI

UK dealers: 151 **Warranty:** 3 years/60,000miles **Servicing:** 12,500miles (9,000miles Swift)

Celerio

Rating ★★★½☆

It may sound like a vegetable, but it's a capable and frugal city car that replaces the Alto and Splash.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1.0 SZ3	-	5	7999	3040	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
P	1.0 SZ3 Dualjet	-	5	8499	3230	5-M	7	96	13.0	78.4	84	998	67/6000	-	69/3500	-	845	400
P	1.0 SZ4	-	5	8999	3420	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
P	1.0 SZ4 AGS	-	5	9799	3724	5-A	7	96	16.4	65.7	99	998	67/6000	-	66/3500	-	840	400

Swift

Rating ★★★½☆

Cute looks, keen pricing and good fuel economy. New tax-free model steers and goes nicely.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	1.2 SZ4 Dualjet	336	5	12699	5588	5-M	11	103	12.3	65.7	99	1242	89/6000	-	89/4400	-	1030	1000

Vitara

Rating ★★★½☆

Cute looks, bargain pricing and good fuel economy. New tax-free model is fun to drive and goes nicely.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 DDiS SZ-T	-	5	16999	8160	6-M	21	112	11.5	70.6	106	1598	118/3750	-	236/1750	-	1230	1500
D	1.6 DDiS SZ5	-	5	19499	9360	6-M	17	112	11.5	70.6	106	1598	118/3750	-	236/1750	-	1230	1500
D	1.6 DDiS SZ5 Allgrip	-	5	21299	10224	6-M	17	112	12.4	67.2	111	1598	118/3750	-	236/1750	-	1295	1500

LONG TERM TEST

SX4 S-Cross

Rating ★★★★☆

Suzuki attempts to take on the Qashqai, with class leading fuel economy and CO2 emissions.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	1.6 DDiS SZ-T	-	5	19499	9360	6-M	20	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
D	1.6 DDiS SZ5	-	5	21749	10440	6-M	19	111	12.0	67.2	110	1598	118/3750	-	236/1750	-	1305	1500
D	1.6 DDiS SZ-T Allgrip	-	5	21299	10224	6-M	18	108	13.0	64.2	114	1598	118/3750	-	236/1750	-	1370	1500
D	1.6 DDiS SZ5 Allgrip	-	5	23549	11304	6-M	19	108	13.0	64.2	114	1598	118/3750	-	236/1750	-	1370	1500

TESLA

UK dealers: 4 **Warranty:** 4 years/50,000miles **Servicing:** tba

Model S

Rating ★★★★½

Just one word describes the Model S and that's sensational. It's got serious road presence and is affordable to run.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
E	70D	-	5	54500	tba	1-A	50	140	5.2	(275)	0	-	-	324	-	tba	tba	tba
E	85	-	5	58400	tba	1-A	50	140	5.4	(310)	0	-	-	357	-	tba	tba	tba
E	85D	-	5	62500	tba	1-A	50	155	4.4	(310)	0	-	-	416	-	tba	tba	tba
E	P85D	-	5	79100	tba	1-A	50	155	3.1	(300)	0	-	-	682	-	tba	tba	tba

TOYOTA

UK dealers: 148 **Warranty:** 5 years/100,000miles (Hilux 3 years/60,000 miles)
Servicing: 10,000miles (Verso/Avensis 12,500miles)

Aygo

Rating ★★★½☆

X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	x 1.0 VVT-i	-	3	8695	3304	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x 1.0 VVT-i	-	5	9095	3638	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-play 1.0 VVT-i	-	3	9895	3760	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-play 1.0 VVT-i	-	5	10295	4118	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-play 1.0 VVT-i x-shift	-	5	10995	4398	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P	x-pression 1.0 VVT-i	-	3	11095	4216	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-pression 1.0 VVT-i	-	5	11495	4598	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-pression 1.0 VVT-i x-shift	-	5	12195	4878	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P	x-pression with x-wave 1.0 VVT-i	339	5	12390	4956	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-pression with x-wave 1.0 VVT-i x-shift	-	5	13090	5236	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P	x-cite 1.0 VVT-i	-	3	11295	4292	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-cite 1.0 VVT-i	-	5	11695	4678	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-cite 1.0 VVT-i x-shift	-	5	12395	4958	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P	x-pure 1.0 VVT-i	-	3	11295	4292	5-M	tba	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-pure 1.0 VVT-i	-	5	11695	4678	5-M	tba	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-pure 1.0 VVT-i x-shift	-	5	12395	4958	5-A	tba	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0
P	x-clusive 1.0 VVT-i	-	3	11395	4330	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0
P	x-clusive 1.0 VVT-i	-	5	11795	4718	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0
P	x-clusive 1.0 VVT-i x-shift	-	5	12495	4998	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0

New Yaris

Rating ★★★★☆

X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Active 1.0 VVT-i	-	3	10995	5278	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
P	Active 1.0 VVT-i	-	5	11595	5566	5-M	4	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
P	Icon 1.0 VVT-i	-	3	12745	6118	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	980	730
P	Icon 1.0 VVT-i	-	5	13345	6406	5-M	5	96	15.3	65.7	99	998	68/6000	-	70/4300	-	1040	730
D	Icon 1.4 D-4D	-	5	15595	6862	6-M	11	109	10.8	74.3	99	1364	89/3800	-	151/1800	-	1050	780
PE	Hybrid Icon 1.5 VVT-i	-	5	16195	7126	CVT	10	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1085	0
PE	Hybrid Excel 1.5 VVT-i (15-inch wheels)	-	5	17695	7786	CVT	11	103	11.8	85.6	75	1497	74/4800	60	82/3600	125	1160	0
PE	Hybrid Excel 1.5 VVT-i (16-inch wheels)	332	5	17695	7786	CVT	11	103	11.8	78.5	82	1497	74/4800	60	82/3600	125	1160	0

Auris

Rating ★★★½☆

Looks don't stir the senses and neither does the driving experience. Keenly priced and great warranty though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.4 D-4D	-	5	16295	7496	6-M	10	112	12.5	74.3	99	1364	89/3800	-	151/1800	-	1290	1000
D	Icon 1.4 D-4D	308	5	18995	8738	6-M	10	112	12.5	72.4	103	1364	89/3800	-	151/1800	-	1290	1000
PE	Icon Hybrid 1.8 VVT-i	-	5	20645	9497	CVT	12	112	10.9	78.5	84	1798	98/5200	81	105/4000	153	1420	0
D	Icon Plus 1.4 D-4D	-	5	19795	9106	6-M	10	112	12.5	72.4	103	1364	89/3800	-	151/1800	-	1290	1000
PE	Icon Plus Hybrid 1.8 VVT-i	-	5	21545	9911	CVT	14	112	10.9	78.5	86	1798	98/5200	81	105/4000	153	1420	0
D	Excel 1.4 D-4D	-	5	21495	9888	6-M	10	112	12.5	68.9	107	1364	89/3800	-	151/1800	-	1290	1000
PE	Excel Hybrid 1.8 VVT-i	-	5	22890	9156	CVT	12	112	10.9	72.4	91	1798	98/5200	81	105/4000	153	1420	0
D	Touring Sports Active 1.4 D-4D	-	5	17395	7654	6-M	10	109	13.0	67.3	109	1364	89/3800	-	151/1800	-	1340	1000
D	Touring Sports Icon 1.4 D-4D	316	5	20095	8842	6-M	10	109	13.0	67.3	109	1364	89/3800	-	151/1800	-	1340	1000
PE	Touring Sports Icon Hybrid 1.8 VVT-i	-	5	21745	9568	CVT	12	109	11.2	76.3	85	1798	98/5200	81	105/4000	153	1465	0
D	Touring Sports Icon Plus 1.4 D-4D	-	5	20895	9194	6-M	10	109	13.0	67.3	109	1364	89/3800	-	151/1800	-	1340	1000
PE	Touring Sports Icon Plus Hybrid 1.8 VVT-i	-	5	22645	9964	CVT	14	109	11.2	76.3	87	1798	98/5200	81	105/4000	153	1465	0
D	Touring Sports Excel 1.4 D-4D	-	5	22595	9942	6-M	10	109	13.0	67.3	112	1364	89/3800	-	151/1800	-	1340	1000
PE	Touring Sports Excel Hybrid 1.8 VVT-i	-	5	23990	10556	CVT	12	109	11.2	70.6	92	1798	98/5200	81	105/4000	153	1465	0

LONG TERM TEST

Verso

Rating ★★★½☆

New BMW-sourced engine and fresh, meaner face brings some much-needed edge to Toyota's MPV.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 D-4D	-	5	19990	9995	6-M	13	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
D	Icon 1.6 D-4D	-	5	21995	10998	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
D	Trend 1.6 D-4D	-	5	22995	11498	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
D	Trend Plus 1.6 D-4D	-	5	24845	12423	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300
D	Excel 1.6 D-4D	325	5	24495	12248	6-M	14	112	12.7	62.8	119	1598	110/3600	-	199/1600	-	1540	1300

Prius

Rating ★★★½☆

Good for limbs and luggage, updated original is far more economical and enjoyable. Lacks driving edge though.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	T3 Hybrid 1.8 VVT-i	-	5	21995	10558	CVT	15	112	10.4	72.4	89	1798	98/5200	81	105/4000	153	1365	0
PE	T4 Hybrid 1.8 VVT-i	-	5	23745	10923	CVT	15	112	10.4	70.6	92	1798	98/5200	81	105/4000	153	1365	0
PE	T Spirit Hybrid 1.8 VVT-i	304	5	25295	11636	CVT	15	112	10.4	70.6	92	1798	98/5200	81	105/4000	153	1365	0
PE	T Spirit Hybrid 1.8 VVT-i (with solar roof)	-	5	26845	12349	CVT	15	112	10.4	72.4	89	1798	98/5200	81	105/4000	153	1365	0
PE	Plug-in Hybrid 1.8 VVT-i	-	5	28395	13062	CVT	16	112	11.3	134.5	49	1798	98/5200	81	105/4400	153	1425	0

New Prius+

Rating ★★★½☆

Updated seven-seat Prius gives great economy and is comfy, but space in the back is tight and it lacks thrills in motion.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
PE	Icon Hybrid 1.8 VVT-i	-	5	26995	14577	CVT	15	103	11.3	68.9	96	1798	98/5200	80	105/4000	153	1500	0
PE	Excel Hybrid 1.8 VVT-i	-	5	29245	15792	CVT	15	103	11.3	64.2	101	1798	98/5200	80	105/4000	153	1500	0
PE	Excel Plus Hybrid 1.8 VVT-i	-	5	31245	16872	CVT	16	103	11.3	64.2	101	1798	98/5200	80	105/4000	153	1500	0

New Avensis

Rating COMING SOON

Now uprated with BMW engines and sexier styling, and mated to the dependability of the Toyota badge up front.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Active 1.6 D-4D	-	4	18850	7917	6-M	11	115	11.4	67.3	108	1598	110/4000	-	199/1750	-	1455	1600
D	Business Edition 1.6 D-4D	-	4	21995	9238	6-M	12	115	11.4	67.3	108	1598	110/4000	-	199/1750	-	1455	1600
D	Business Edition 2.0 D-4D	-	4	22995	9658	6-M	18	124	9.5	62.8	119	1995	141/4000	-	236/1750	-	1470	1800
D	Business Edition Plus 1.6 D-4D	-	4	23795	9994	6-M	12	115	11.4	67.3	108	1598	110/4000	-	199/1750	-	1455	1600
D	Business Edition Plus 2.0 D-4D	-	4	24795	10414	6-M	19	124	9.5	62.8	119	1995	141/4000	-	236/1750	-	1470	1800

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Excel 2.0 D-4D	D	-	4	26635	11187	6-M	19	124	9.5	58.9	124	1995	141/4000	-	236/1750	-	1470	1800
Touring Sports Active 1.6 D-4D	D	-	5	20030	8813	6-M	11	115	11.7	67.3	109	1598	110/4000	-	199/1750	-	1490	1600
Touring Sports Business Edition 1.6 D-4D	D	-	5	23175	10197	6-M	12	115	11.7	67.3	109	1598	110/4000	-	199/1750	-	1490	1600
Touring Sports Business Edition 2.0 D-4D	D	-	5	24175	10637	6-M	18	124	9.8	61.4	120	1995	141/4000	-	236/1750	-	1490	1800
Touring Sports Business Edition Plus 1.6 D-4D	D	-	5	24975	10989	6-M	12	115	11.7	67.3	109	1598	110/4000	-	199/1750	-	1490	1600
Touring Sports Business Edition Plus 2.0 D-4D	D	-	5	25975	11429	6-M	19	124	9.8	61.4	120	1995	141/4000	-	236/1750	-	1490	1800
Touring Sports Excel 2.0 D-4D	D	-	5	28440	12514	6-M	19	124	9.8	58.9	124	1995	141/4000	-	236/1750	-	1490	1800

Avensis
Rating ★★★½

Brilliant at being average. Won't do anything to incentivise the workforce but should keep them safe.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 2.0 D-4D	D	-	4	18695	8226	6-M	17	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
Icon 2.0 D-4D	D	-	4	21295	9370	6-M	17	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
Icon 2.2 D-CAT Auto	D	-	4	23400	9828	6-A	20	127	9.5	45.6	165	2231	148/3600	-	251/2000	-	1530	1600
Icon Business Edition 2.0 D-4D	D	-	4	21495	9458	6-M	17	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
Icon Business Edition 2.2 D-CAT Auto	D	-	4	23600	9912	6-A	20	127	9.5	45.6	165	2231	148/3600	-	251/2000	-	1530	1600
Excel 2.0 D-4D	D	-	4	24495	10778	6-M	18	124	9.7	62.8	119	1998	122/3600	-	229/1600	-	1480	1600
Excel 2.2 D-4D	D	-	4	25500	10710	6-M	21	130	8.9	51.4	145	2231	148/3600	-	251/2000	-	1515	1800
Excel 2.2 D-CAT Auto	D	-	4	26595	11170	6-A	21	127	9.5	44.8	167	2231	148/3600	-	251/2000	-	1530	1600
Tourer Active 2.0 D-4D	D	-	5	19745	8293	6-M	17	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
Tourer Icon 2.0 D-4D	D	-	5	22345	9385	6-M	17	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
Tourer Icon 2.2 D-CAT Auto	D	-	5	24445	9778	6-A	20	127	9.8	44.1	170	2231	148/3600	-	251/2000	-	1560	1600
Tourer Icon Business Edition 2.0 D-4D	D	-	5	22545	9469	6-M	17	124	10.0	61.4	120	1998	122/3600	-	229/1600	-	1510	1600
Tourer Icon Business Edition 2.2 D-CAT Auto	D	-	5	24645	9858	6-A	20	127	9.8	44.1	170	2231	148/3600	-	251/2000	-	1560	1600
Tourer Excel 2.0 D-4D	D	-	5	26145	10981	6-M	18	124	10.0	62.8	119	1998	122/3600	-	229/1600	-	1510	1600
Tourer Excel 2.2 D-4D	D	-	5	27150	10860	6-M	21	130	9.2	50.4	149	2231	148/3600	-	251/2000	-	1545	1800
Tourer Excel 2.2 D-CAT Auto	D	323	5	28245	11298	6-A	21	127	9.8	43.5	173	2231	148/3600	-	251/2000	-	1560	1600

RAV4
Rating ★★★

Roomier, better equipped and priced keener, but doesn't go to the top of the class in driving ability.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 2.0 D-4D 2WD	D	-	5	22795	10486	6-M	26	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
Business Edition 2.0 D-4D 2WD	D	-	5	24295	11176	6-M	25	112	10.5	57.6	127	1998	122/3600	-	229/1600	-	1535	1600
Icon 2.0 D-4D 2WD	D	-	5	25295	11636	6-M	26	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
Icon 2.0 D-4D AWD	D	-	5	26300	12098	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
Icon 2.2 D-4D AWD	D	-	5	27100	12466	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
Icon 2.2 D-CAT AWD Auto	D	-	5	28210	12977	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800
Invincible 2.0 D-4D 2WD	D	-	5	27245	12533	6-M	27	112	10.5	57.6	128	1998	122/3600	-	229/1600	-	1535	1600
Invincible 2.0 D-4D AWD	D	-	5	28250	12995	6-M	26	112	10.5	53.3	137	1998	122/3600	-	229/1600	-	1585	1600
Invincible 2.2 D-4D AWD	D	312	5	29050	13363	6-M	29	118	9.6	49.6	149	2231	148/3600	-	251/2000	-	1605	2000
Invincible 2.2 D-CAT AWD Auto	D	-	5	30160	13874	6-A	29	115	10.0	42.2	176	2231	148/3600	-	251/2000	-	1645	1800

Land Cruiser
Rating ★★★

Bolder and more distinctive than before. It's roomy and indestructable, though top models are pretty expensive.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active 2.8 D-4D	D	-	3	35895	20819	6-M	tba	109	12.1	38.2	193	2755	174/tba	-	310/1400	-	tba	tba
Active 2.8 D-4D	D	-	5	37695	22617	6-M	tba	109	12.1	37.7	197	2755	174/tba	-	310/1400	-	tba	tba
Active 2.8 D-4D Auto	D	-	5	39295	23577	6-A	tba	109	12.7	39.2	194	2755	174/tba	-	332/1600	-	tba	tba
Icon 2.8 D-4D Auto	D	-	5	48395	29037	6-A	tba	109	12.7	39.2	194	2755	174/tba	-	332/1600	-	tba	tba
Invincible 2.8 D-4D Auto	D	-	5	54895	32937	6-A	tba	109	12.7	39.2	194	2755	174/tba	-	332/1600	-	tba	tba

Land Cruiser V8
Rating ★★★

Go conquer the world, if you can afford to. It's tough as old boots, with a nice cabin, but is crude to drive.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
4.5 D-4D Auto	D	303	5	65725	42064	6-A	48	130	8.9	29.7	250	4461	268/3600	-	479/1600	-	2740	3500

Hilux
Rating ★★★½

More staying power than an angry zombie. It's rough and tough, and now with more frugal engines.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Active Double Cab 2.5 D-4D	D	-	4	23255	9302	5-M	tba	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
Icon Double Cab 2.5 D-4D	D	-	4	25205	10082	5-M	tba	106	13.3	38.7	194	2494	142/3400	-	253/1600	-	1995	2800
Invincible Double Cab 3.0 D-4D	D	-	4	26355	10542	5-M	10	106	12.1	36.7	203	2982	169/3600	-	253/1400	-	2020	2800
Invincible Double Cab 3.0 D-4D Auto	D	306	4	27555	11022	5-A	10	109	12.0	32.8	227	2982	169/3600	-	266/1400	-	2030	2800
Invincible X Double Cab 3.0 D-4D	D	-	4	28855	11542	5-M	12	106	12.1	36.7	203	2982	169/3600	-	253/1400	-	2020	2800
Invincible X Double Cab 3.0 D-4D Auto	D	-	4	30055	12022	5-A	12	109	12.0	32.8	227	2982	169/3600	-	266/1400	-	2030	2800

VAUXHALL

UK dealers: 343 **Warranty:** 3 years/60,000miles **Servicing:** 20,000miles

Viva
Rating COMING SOON

Revives a famous name from the past for Vauxhall's new city car challenger. We've yet to test it, but will do soon.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
SE 1.0i ecoFLEX	P	-	5	8170	2778	5-M	3	106	13.1	65.7	99	999	74/6500	-	70/4500	-	938	0

New Corsa
Rating ★★★★

It may look a lot like an Adam that has mated with the outgoing car, however under the skin it's been significantly upgraded.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Life 1.3CDTi ecoFLEX	D	-	3	13330	5332	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Excite 1.3CDTi ecoFLEX	D	-	3	14695	5878	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDTi ecoFLEX	D	-	3	13330	5332	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDTi ecoFLEX	D	-	3	13830	5532	5-M	8	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
SRi 1.0i Turbo ecoFLEX	P	-	3	13605	5442	6-M	9	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
SRi 1.3CDTi ecoFLEX	D	-	3	14025	5610	5-M	6	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SRi 1.3CDTi ecoFLEX	D	-	3	14525	5810	5-M	9	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
SRi VX-Line 1.3CDTi ecoFLEX	D	-	3	15060	6024	5-M	7	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
SRi VX-Line 1.3CDTi ecoFLEX	D	-	3	15560	6224	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
SE 1.0i Turbo ecoFLEX	P	-	3	14250	5700	6-M	10	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
SE 1.3CDTi ecoFLEX	D	-	3	14670	5868	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SE 1.3CDTi ecoFLEX	D	-	3	15170	6068	5-M	9	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
Life 1.3CDTi ecoFLEX	D	-	5	13930	5572	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Excite 1.3CDTi ecoFLEX	D	-	5	15295	6118	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDTi ecoFLEX	D	-	5	13930	5572	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
Design 1.3CDTi ecoFLEX	D	-	5	14430	5772	5-M	8	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
SRi 1.3CDTi ecoFLEX	D	-	5	14625	5850	5-M	6	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SRi 1.3CDTi ecoFLEX	D	335	5	15125	6050	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
SRi VX-Line 1.3CDTi ecoFLEX	D	-	5	15660	6264	5-M	7	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
SRi VX-Line 1.3CDTi ecoFLEX	D	-	5	16160	6464	5-M	9	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
SE 1.3CDTi ecoFLEX	D	-	5	15270	6108	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
SE 1.3CDTi ecoFLEX	D	-	5	15770	6308	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150

Meriva
Rating ★★★★

It does a cool trick with its doors, it's got more space and it's ok to drive. Price has risen steeply, though.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Exclusiv 1.6CDTi 16v ecoFLEX	D	-	5	20405	6938	6-M	13	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
Exclusiv 1.6CDTi 16v ecoFLEX	D	-	5	20715	7043	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
Exclusiv 1.6CDTi 16v ecoFLEX	D	-	5	20875	7098	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
Energy 1.3CDTi 16v	D	-	5	19455	6615	5-M	7	99	16.9	60.1	124	1248	74/4000	-	133/1750	-	tba	1000
Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	16830	5722	6-M	tba	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	17175	5840	6-M	16	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
SE 1.6CDTi 16v ecoFLEX	D	-	5	21570	7334	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
SE 1.6CDTi 16v ecoFLEX	D	-	5	21730	7388	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150

New Astra
Rating COMING SOON

Class-leading frugal engines mixed with a plusher, more upmarket interior and more attractive exterior look.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Design 1.0i Turbo ecoFLEX	P	-	5	15995	5438	5-M	tba	124	10.5	65.7	99	998	103/5500	-	125/1800	-	tba	tba
Design 1.0i Turbo ecoFLEX Easytronic	P	-	5	16395	5574	5-A	tba	124	11.9	67.3	96	998	103/5500	-	125/1800	-	tba	tba
Design 1.6CDTi	D	-	5	16995	5438	6-M	tba	121	10.3	78.5	95	1598	109/3500	-	221/1750	-	tba	tba
Design 1.6CDTi ecoFLEX	D	-	5	17495	5598	6-M	tba	115	11.8	91.2	82	1598	109/3500	-	221/1750	-	tba	tba
Design 1.6CDTi	D	-	5	18180	5818	6-M	tba	127	9.0	76.3	99	1598	134/3500	-	236/2000	-	tba	tba
Design 1.6CDTi Auto	D	-	5	19500	6240	6-A	tba	127	9.1	62.8	119	1598	134/3500	-	236/2000	-	tba	tba
Tech Line 1.0i Turbo ecoFLEX	P	-	5	16695	5676	5-M	tba	124	10.5	65.7	99	998	103/5500	-	125/1800	-	tba	tba
Tech Line 1.6CDTi	D	-	5	17695	5662	6-M	tba	121	10.3	78.5	95	1598	109/3500	-	221/1750	-	tba	tba
Tech Line 1.6CDTi ecoFLEX	D	-	5	18195	5822	6-M	tba	115	11.8	91.2	82	1598	109/3500	-	221/1750	-	tba	tba
Tech Line 1.6CDTi	D	-	5	18880	6042	6-M	tba	127	9.0	76.3	99	1598	134/3500	-	236/2000	-	tba	tba
Tech Line 1.6CDTi Auto	D	-	5	20200	6464	6-A	tba	127	9.1	62.8	119	1598	134/3500	-	236/2000	-	tba	tba
Energy 1.6CDTi	D	-	5	18995	6078	6-M	tba	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	tba	tba
SRi 1.6CDTi	D	-	5	19595	6270	6-M	tba	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	tba	tba
SRi 1.6CDTi ecoFLEX	D	-	5	20095	6430	6-M	tba	115	11.8	88.0	85	1598	109/3500	-	221/1750	-	tba	tba
SRi 1.6CDTi	D	-	5	20780	6650	6-M	tba	127	9.0	76.3	103	1598	134/3500	-	236/2000	-	tba	tba
SRi 1.6CDTi Auto	D	-	5	22100	7072	6-A	tba	127	9.1	61.4	122	1598	134/3500	-	236/2000	-	tba	tba
SRi 1.6CDTi BiTurbo	D	-	5	21395	6846	6-M	tba	137	8.0	69.3	108	1598	158/4000	-	258/1500	-	tba	tba
Elite 1.6CDTi	D	-	5	21015	6725	6-M	tba	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	tba	tba
Elite 1.6CDTi ecoFLEX	D	-	5	21515	6885	6-M	tba	115	11.8	88.0	85	1598	109/3500	-	221/1750	-	tba	tba
Elite 1.6CDTi	D	-	5	22200	7104	6-M	tba	127	9.0	76.3	103	1598	134/3500	-	236/2000	-	tba	tba
Elite 1.6CDTi Auto	D	-	5	23520	7526	6-A	tba	127	9.1	61.4	122	1598	134/3500	-	236/2000	-	tba	tba
Elite 1.6CDTi BiTurbo	D	-	5	22815	7301	6-M	tba	137	8.0	69.3	108	1598	158/4000	-	258/1500	-	tba	tba

Astra
Rating ★★★★

Arguably one of the better of the hatchback pack, thanks to tip-top performance, space and looks.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Design 1.3CDTi 16v ecoFLEX	D	-	5	16835	6734	5-M	12	109	13.8	68.9	109	1248	94/4000	-	140/1750	-	tba	1000
Design 1.6CDTi 16v ecoFLEX	D	-	5	17810	7124	6-M	tba	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
Design 1.6CDTi 16v ecoFLEX	D	-	5	17735	7094	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
Design 1.6CDTi 16v ecoFLEX	D	-	5	18405	7362	6-M	tba	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
Design 1.6CDTi 16v ecoFLEX	D	-	5	18330	7332	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
Excite 2.0CDTi 16v ecoFLEX	D	-	5	20480	8192	6-M	tba	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
Limited Edition 2.0CDTi 16v	D	-	5	20380	8152	6-M	tba	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1500
Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	18985	7594	6-M	tba	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	18910	7564	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	19580	7832	6-M	tba	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	19505	7802	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
Tech Line 2.0CDTi 16v ecoFLEX	D	-	5	19995	7998	6-M	20	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
Tech Line 2.0CDTi 16v Auto	D	-	5	21020	8408	6-A	20	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
Tech Line GT 1.6CDTi 16v ecoFLEX	D	-	5	19770	7908	6-M	15	115	11.0	70.6	105	1598	109/4000	-	221/2000	-	tba	1350
Tech Line GT 1.6CDTi 16v ecoFLEX	D	-	5	20365	8146	6-M	17	125	9.7	67.3	111	1598	134/3500	-	236/2000	-	tba	1400
Tech Line GT 2.0CDTi 16v	D	-	5	20855	8342	6-M	21	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1500
Tech Line GT 2.0CDTi 16v Auto	D	-	5	21880	8752	6-A	21	131	8.6	49.6	152	1956	162/4000	-	258/1750	-	tba	1400
SRi 1.6CDTi 16v ecoFLEX	D	-	5	21815	8726	6-M	tba	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
SRi 1.6CDTi 16v ecoFLEX	D	-	5	21740	8696	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
SRi 1.6CDTi 16v ecoFLEX	D	-	5	22410	8964	6-M	tba	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
SRi 1.6CDTi 16v ecoFLEX	D	-	5	22335	8934	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
SRi 2.0CDTi 16v ecoFLEX	D	-	5	22825	9130	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
SRi 2.0CDTi 16v Auto	D	-	5	23850	9540	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
BiTurbo 2.0CDTi 16v	D	-	5	24205	8714	6-M	26	141	7.8	55.4	134	1956	192/4000	-	295/1750	-	1540	1500
Elite 1.6CDTi 16v ecoFLEX	D	-	5	23250	9300	6-M	tba	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
Elite 1.6CDTi 16v ecoFLEX	D	-	5	23175	9270	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
Elite 1.6CDTi 16v ecoFLEX	D	-	5	23845	9538	6-M	tba	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
Elite 1.6CDTi 16v ecoFLEX	D	-	5	23770	9508	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
Elite 2.0CDTi 16v ecoFLEX	D	-	5	24260	9704	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
Elite 2.0CDTi 16v Auto	D	-	5	25285	10114	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
ST Design 1.3CDTi 16v ecoFLEX	D	-	5	18200	6916	5-M	12	109	13.9	68.9	109	1248	94/4000	-	140/1750	-	tba	950
ST Design 1.6CDTi 16v ecoFLEX	D	-	5	18830	7155	6-M	tba	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
ST Design 1.6CDTi 16v ecoFLEX	D	-	5	18755	7127	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
ST Design 1.6CDTi 16v ecoFLEX	D	-	5	19425	7382	6-M	tba	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
ST Design 1.6CDTi 16v ecoFLEX	D	-	5	19350	7353	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
ST Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	22830	8675	6-M	tba	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
ST Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	19930	7573	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
ST Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	23425	8902	6-M	tba	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
ST Tech Line 1.6CDTi 16v ecoFLEX	D	328	5	20525	7800	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
ST Tech Line 2.0CDTi 16v	D	-	5	21015	8406	6-M	20	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
ST Tech Line 2.0CDTi 16v Auto	D	-	5	22040	8816	6-A	20	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
ST SRi 1.6CDTi 16v ecoFLEX	D	-	5	22830	8675	6-M	tba	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
ST SRi 1.6CDTi 16v ecoFLEX	D	-	5	22755	8647	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
ST SRi 1.6CDTi 16v ecoFLEX	D	-	5	23425	8902	6-M	tba	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
ST SRi 1.6CDTi 16v ecoFLEX	D	-	5	23350	8873	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
ST SRi 2.0CDTi 16v	D	-	5	23840	9536	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
ST SRi 2.0CDTi 16v Auto	D	-	5	24870	9948	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
ST BiTurbo 2.0CDTi 16v	D	316	5	25220	9079	6-M	26	140	8.1	55.4	134	1956	192/4000	-	295/1750	-	1563	1400
ST Elite 1.6CDTi 16v ecoFLEX	D	-	5	24265	9221	6-M	tba	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
ST Elite 1.6CDTi 16v ecoFLEX	D	-	5	24190	9192	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
ST Elite 1.6CDTi 16v ecoFLEX	D	-	5	24860	9447	6-M	tba	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
ST Elite 1.6CDTi 16v ecoFLEX	D	-	5	24785	9418	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
ST Elite 2.0CDTi 16v	D	-	5	25275	10110	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
ST Elite 2.0CDTi 16v Auto	D	-	5	26305	10522	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300

GTC
Rating ★★★★

More rakish edition of the Astra, now simply sporting the GTC badge. Now more frugal thanks to new engines.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
GTC Sport 1.6CDTi 16v ecoFLEX	D	-	3	22560	9475	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	tba
GTC Sport 1.6CDTi 16v ecoFLEX	D	-	3	23375	9818	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	tba
GTC Sport 2.0CDTi 16v	D	-	3	22300	9366	6-M	20	131	8.4	60.1	124	1956	162/4000	-	258/1750	-	tba	1500
GTC Sport 2.0CDTI 16v Auto	D	-	3	23780	9988	6-A	20	129	8.6	49.6	149	1956	162/4000	-	258/1750	-	tba	1450
GTC Limited Edition 1.6CDTi 16v ecoFLEX	D	-	3	23260	9769	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	tba
GTC Limited Edition 1.6CDTi 16v ecoFLEX	D	-	3	24075	10112	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	tba
GTC Limited Edition 2.0CDTi 16v	D	-	3	23000	9660	6-M	20	131	8.4	60.1	125	1956	162/4000	-	258/1750	-	tba	1500
GTC Limited Edition 2.0CDTI 16v Auto	D	-	3	24480	10282	6-A	20	129	8.6	49.6	150	1956	162/4000	-	258/1750	-	tba	1450
GTC SRi 1.6CDTi 16v ecoFLEX	D	-	3	23790	9992	6-M	15	113	11.6	67.3	111	1598	109/4000	-	221/2000	-	tba	tba
GTC SRi 1.6CDTi 16v ecoFLEX	D	-	3	24605	10334	6-M	19	123	9.5	65.7	115	1598	134/3500	-	236/2000	-	tba	tba
GTC SRi 2.0CDTi 16v	D	293	3	23525	9881	6-M	20	131	8.4	60.1	124	1956	162/4000	-	258/1750	-	tba	1500
GTC SRi 2.0CDTI 16v Auto	D	-	3	25005	10502	6-A	20	129	8.6	49.6	149	1956	162/4000	-	258/1750	-	tba	1450
GTC BiTurbo 2.0CDTi 16v	D	-	3	24520	10298	6-M	27	140	7.7	57.7	129	1956	192/4000	-	295/1750	-	tba	1500

Zafira Tourer
Rating ★★★★

Zafira formula is upgraded to add business-class appeal thanks to chic body and upmarket cabin.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
ES 2.0CDTi 16v	D	-	5	23460	10322	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
Exclusiv 1.6CDTi 16v ecoFLEX	D	-	5	25915	10884	6-M	17	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
Exclusiv 2.0CDTi 16v	D	-	5	24500	10780	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
Exclusiv 2.0CDTi 16v	D	-	5	26115	11491	6-M	tba	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
Exclusiv 2.0CDTi 16v Auto	D	-	5	27235	11983	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
Tech Line 1.6CDTi 16v ecoFLEX	D	-	5	23690	9950	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
Tech Line 2.0CDTi 16v	D	-	5	22275	9801	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
Tech Line 2.0CDTi 16v	D	-	5	23890	10512	6-M	tba	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
Tech Line 2.0CDTi 16v Auto	D	-	5	25010	11004	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
SRi 1.6CDTi 16v ecoFLEX	D	-	5	27265	11451	6-M	16	120	10.4	62.7	119	1598	134/3500	-	236/2000	-	tba	1450
SRi 2.0CDTi 16v	D	-	5	25850	11374	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
SRi 2.0CDTi 16v	D	297	5	27530	12113	6-M	tba	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
SRi 2.0CDTi 16v Auto	D	-	5	28585	12577	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
SE 1.6CDTi 16v ecoFLEX	D	333	5	27300	11466	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
SE 2.0CDTi 16v	D	-	5	25885	11389	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
SE 2.0CDTi 16v	D	-	5	27500	12100	6-M	tba	129	9.1	57.7	129	1956	168/4000	-	295/1750	-	tba	1650
SE 2.0CDTi 16v Auto	D	-	5	28620	12593	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650
Elite 1.6CDTi 16v ecoFLEX	D	-	5	28780	12088	6-M	16	120	10.4	68.9	109	1598	134/3500	-	236/2000	-	tba	1450
Elite 2.0CDTi 16v	D	-	5	27365	12041	6-M	15	119	10.6	55.4	134	1956	129/4000	-	221/1750	-	1653	1300
Elite 2.0CDTi 16v	D	-	5	29045	12780	6-M	tba	129	9.1	54.3	137	1956	168/4000	-	295/1750	-	tba	1650
Elite 2.0CDTi 16v Auto	D	-	5	30100	13244	6-A	tba	127	9.3	46.3	161	1956	168/4000	-	295/1750	-	tba	1650

Cascada
Rating ★★★½

Audi A5-sized soft-top makes use of a mix of Astra and Insignia technology to good effect.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Elite 2.0CDTi	D	-	2	29885	11954	6-M	tba	135	9.6	57.6	129	1956	168/4000	-	295/1750	-	tba	1300

Insignia
Rating ★★★★

Sets the benchmark for CO2 emissions in the sector and is plusher, better to drive, yet is cheaper to buy too.

Model	Fuel	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
Design 1.6CDTi ecoFLEX	D	-	5	19534	6251	6-M	tba	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	tba
Design 1.6CDTi Auto	D	-	5	21179	6777	6-A	tba	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	tba
Design 2.0CDTi ecoFLEX	D	-	5	20334	6507	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
Design 2.0CDTi Auto	D	-	5	22124	7080	6-A	tba	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	tba
Energy 1.6CDTi ecoFLEX	D	-	5	22904	7329	6-M	tba	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
Energy 1.6CDTi Auto	D	-	5	24679	7897	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
Energy 2.0CDTi ecoFLEX	D	-	5	23704	7585	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
Energy 2.0CDTi Auto	D	-	5	25494	8158	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
Limited Edition 1.6CDTi ecoFLEX	D	-	5	24254	7761	6-M	tba	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
Limited Edition 1.6CDTi Auto	D	-	5	26029	8329	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
Limited Edition 2.0CDTi ecoFLEX	D	-	5	25054	8017	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
Limited Edition 2.0CDTi Auto	D	-	5	26844	8590	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
SRi 1.6CDTi ecoFLEX	D	-	5	21334	6827	6-M	tba	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	tba
SRi 1.6CDTi	D	-	5	21334	6827	6-M	tba	127	10.9	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
SRi 1.6CDTi Auto	D	-	5	23109	7395	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
SRi 2.0CDTi ecoFLEX	D	-	5	22134	7083	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
SRi 2.0CDTi	D	-	5	22134	7083	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
SRi 2.0CDTi Auto	D	-	5	23924	7656	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
SRi VX-Line 1.6CDTi	D	-	5	22554	7217	6-M	tba	127	10.9	68.9	109	1598	134/3500	-	236/2000	-	tba	tba

POWER ISSUE TESTED DOORS LIST PRICE £ TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED 0-62MPH COMBINED MPG (RANGE) CO2 G/KM ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)

Insignia (continued)

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SRi VX-Line 1.6CDTi Auto	-	5	24329	7785	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
D	SRi VX-Line 2.0CDTi	-	5	23354	7473	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	SRi VX-Line 2.0CDTi Auto	-	5	25144	8046	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
D	SE 1.6CDTi ecoFLEX	-	5	21334	6827	6-M	tba	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	tba
D	SE 1.6CDTi Auto	-	5	22979	7353	6-A	tba	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	tba
D	SE 2.0CDTi ecoFLEX	-	5	22134	7083	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	SE 2.0CDTi Auto	-	5	23924	7656	6-A	tba	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	tba
D	Tech Line 1.6CDTi ecoFLEX	-	5	22184	7099	6-M	tba	130	10.9	74.3	99	1598	134/3500	-	236/2000	-	tba	tba
D	Tech Line 1.6CDTi Auto	-	5	23829	7625	6-A	tba	124	10.9	57.6	129	1598	134/3500	-	236/2000	-	tba	tba
D	Tech Line 2.0CDTi ecoFLEX	-	5	22984	7355	6-M	tba	139	9.0	65.7	114	1956	168/3500	-	295/1750	-	tba	1800
D	Tech Line 2.0CDTi Auto	-	5	24774	7928	6-A	tba	137	9.4	52.3	143	1956	168/3500	-	295/1750	-	tba	tba
D	Elite 1.6CDTi ecoFLEX	-	5	23964	7668	6-M	tba	130	10.9	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	Elite 1.6CDTi Auto	-	5	25739	8236	6-A	tba	124	10.9	56.5	132	1598	134/3500	-	236/2000	-	tba	tba
D	Elite 2.0CDTi ecoFLEX	-	5	24764	7924	6-M	tba	139	9.0	62.8	118	1956	168/3500	-	295/1750	-	tba	1800
D	Elite 2.0CDTi Auto	-	5	26554	8497	6-A	tba	137	9.4	50.4	147	1956	168/3500	-	295/1750	-	tba	tba
D	ST Design 1.6CDTi ecoFLEX	-	5	20834	6667	6-M	tba	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST Design 2.0CDTi ecoFLEX	-	5	21634	7356	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Design 2.0CDTi Auto	-	5	23449	7973	6-A	tba	134	9.9	51.4	145	1956	168/3500	-	295/1750	-	tba	tba
D	ST Energy 1.6CDTi ecoFLEX	-	5	24204	7745	6-M	tba	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
D	ST Energy 2.0CDTi	-	5	25004	8501	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 1.6CDTi ecoFLEX	-	5	25554	8177	6-M	tba	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
D	ST Limited Edition 2.0CDTi	-	5	26354	8960	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Limited Edition 2.0CDTi Auto	-	5	28169	9577	6-A	tba	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	tba
D	ST SRi 1.6CDTi ecoFLEX	-	5	22634	7243	6-M	tba	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi 1.6CDTi	-	5	22634	7243	6-M	tba	124	11.4	65.7	114	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi 2.0CDTi ecoFLEX	-	5	23434	7968	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi 2.0CDTi	-	5	23434	7968	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi 2.0CDTi Auto	-	5	25249	8585	6-A	tba	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	tba
D	ST SRi VX-Line 1.6CDTi	-	5	23854	7633	6-M	tba	124	11.4	65.7	114	1598	134/3500	-	236/2000	-	tba	tba
D	ST SRi VX-Line 2.0CDTi	-	5	24654	8382	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST SRi VX-Line 2.0CDTi Auto	-	5	26469	8999	6-A	tba	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	tba
D	ST SE 1.6CDTi ecoFLEX	-	5	22634	7243	6-M	tba	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST SE 1.6CDTi Auto	-	5	24409	7811	6-A	tba	121	11.4	55.4	134	1598	134/3500	-	236/2000	-	tba	tba
D	ST SE 2.0CDTi ecoFLEX	-	5	23434	7968	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Tech Line 1.6CDTi ecoFLEX	-	5	23484	7515	6-M	tba	127	11.4	72.4	104	1598	134/3500	-	236/2000	-	tba	tba
D	ST Tech Line 1.6CDTi Auto	-	5	25259	8083	6-A	tba	121	11.4	55.4	134	1598	134/3500	-	236/2000	-	tba	tba
D	ST Tech Line 2.0CDTi ecoFLEX	-	5	24284	8257	6-M	tba	137	9.4	62.8	119	1956	168/3500	-	295/1750	-	tba	1800
D	ST Tech Line 2.0CDTi Auto	-	5	26099	8874	6-A	tba	134	9.9	51.4	145	1956	168/3500	-	295/1750	-	tba	tba
D	ST Elite 1.6CDTi ecoFLEX	-	5	25264	8084	6-M	tba	127	11.4	68.9	109	1598	134/3500	-	236/2000	-	tba	tba
D	ST Elite 2.0CDTi	-	5	26064	8862	6-M	tba	137	9.4	60.1	124	1956	168/3500	-	295/1750	-	tba	1800
D	ST Elite 2.0CDTi Auto	-	5	27879	9479	6-A	tba	134	9.9	49.6	149	1956	168/3500	-	295/1750	-	tba	tba

Mokka
Rating ★★★☆☆

Baby SUV to take on the Juke. It's ready for battle, promising quality and space, albeit being distinctly average to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20404	6937	6-M	tba	tba	tba	68.9	109	1598	109/tba	-	tba	-	tba	tba
D	Exclusiv 1.6CDTi	-	5	20404	6937	6-M	tba	tba	tba	65.7	114	1598	109/tba	-	tba	-	tba	tba
D	Exclusiv 1.6CDTi ecoFLEX	-	5	20754	7056	6-M	tba	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	Exclusiv 1.6CDTi	-	5	20754	7056	6-M	tba	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	Exclusiv 1.6CDTi Auto	-	5	21759	7398	6-A	tba	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	Exclusiv 1.6CDTi 4X4	-	5	22454	7634	6-M	tba	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi ecoFLEX	-	5	18404	6257	6-M	tba	tba	tba	68.9	109	1598	109/tba	-	tba	-	tba	tba
D	Tech Line 1.6CDTi	-	5	18404	6257	6-M	tba	tba	tba	65.7	114	1598	109/tba	-	tba	-	tba	tba
D	Tech Line 1.6CDTi ecoFLEX	-	5	18754	6376	6-M	tba	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi	-	5	18754	6376	6-M	tba	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	Tech Line 1.6CDTi Auto	-	5	19769	6721	6-A	tba	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	Tech Line 1.6CDTi 4X4	-	5	20454	6954	6-M	tba	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi ecoFLEX	-	5	22904	7787	6-M	tba	tba	tba	68.9	109	1598	109/tba	-	tba	-	tba	tba
D	SE 1.6CDTi	-	5	22904	7787	6-M	tba	tba	tba	65.7	114	1598	109/tba	-	tba	-	tba	tba
D	SE 1.6CDTi ecoFLEX	-	5	23254	7906	6-M	tba	119	9.3	68.9	109	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi	-	5	23254	7906	6-M	tba	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500
D	SE 1.6CDTi Auto	-	5	24259	8248	6-A	tba	116	10.3	55.4	134	1598	134/3500	-	236/2000	-	tba	1500
D	SE 1.6CDTi 4X4	-	5	24954	8484	6-M	tba	117	9.7	60.1	124	1598	134/3500	-	236/2000	-	tba	1500
D	Limited Edition 1.6CDTi	-	5	22497	7649	6-M	tba	119	9.3	65.7	114	1598	134/3500	-	236/2000	-	1415	1500

Antara
Rating ★★★☆☆

Engines are refined and the Antara is pleasant to drive. It's just that the opposition do things a whole lot better.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Exclusiv 2.2CDTi 16v	287	5	21400	11128	6-M	25	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Exclusiv 2.2CDTi 16v 4X4	-	5	23820	11434	6-M	25	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	Exclusiv 2.2CDTi 16v 4X4 Auto	-	5	25000	12000	6-A	25	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	Diamond 2.2CDTi 16v	-	5	22200	11544	6-M	24	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
D	Diamond 2.2CDTi 16v 4X4	-	5	24620	11818	6-M	24	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	Diamond 2.2CDTi 16v 4X4 Auto	-	5	25800	12384	6-A	24	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	SE Nav 2.2CDTi 16v 4X4	-	5	26660	12797	6-M	28	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
D	SE Nav 2.2CDTi 16v 4X4 Auto	-	5	27850	13368	6-A	28	113	12.0	33.2	225	2231	161/3800	-	258/2000	-	1936	1700
D	SE Nav 2.2CDTi 16v 4X4	-	5	27720	13860	6-M	28	124	9.6	42.2	177	2231	181/3800	-	295/2000	-	1911	2000
D	SE Nav 2.2CDTi 16v 4X4 Auto	-	5	28900	14450	6-A	28	119	10.1	33.2	225	2231	181/3800	-	295/2000	-	1936	1700

VOLKSWAGEN

UK dealers: 206 **Warranty:** 3 years/60,000miles **Servicing:** Variable schedule (e–up! 10,000 miles)

up!
Rating ★★★★½

Right at the top of the city car class, with great handling, supple ride and upmarket trimmings.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
P	Move up! 1.0	-	3	10285	5143	5-M	tba	tba	tba	tba	95	tba	tba	-	tba	-	tba	tba
P	Move up! 1.0	-	5	10660	5330	5-M	tba	tba	tba	tba	95	tba	tba	-	tba	-	tba	tba
P	High up! 1.0	-	3	11860	5930	5-M	tba	tba	tba	tba	98	tba	tba	-	tba	-	tba	tba
P	High up! 1.0	-	5	12235	6118	5-M	tba	tba	tba	tba	98	tba	tba	-	tba	-	tba	tba
E	e-up!	332	5	19795	6334	1-A	10	80	12.4	(93)	0	-	-	80	-	155	1139	0

Polo
Rating ★★★★☆

Upmarket, classy supermini that might look similar, but facelifted Polo has a great new engine and more kit.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 1.4 TDI	329	3	14845	7126	5-M	13	107	12.9	tba	93	1422	74/3000	-	155/1500	-	1152	1000
D	SE 1.4 TDI	-	5	15475	7738	5-M	13	107	12.9	tba	93	1422	74/3000	-	155/1500	-	1177	1000
D	SE Design 1.4 TDI	-	3	15945	7654	5-M	13	107	12.9	tba	93	1422	74/3000	-	155/1500	-	1152	1000
D	SE Design 1.4 TDI	-	5	16575	8288	5-M	13	107	12.9	tba	93	1422	74/3000	-	155/1500	-	1177	1000
D	SEL 1.4 TDI	-	3	16820	7737	5-M	15	114	10.9	tba	93	1422	89/3500	-	170/1500	-	1151	1100
D	SEL 1.4 TDI	-	5	17450	8376	5-M	15	114	10.9	tba	93	1422	89/3500	-	170/1500	-	1176	1100
D	R-Line 1.4 TDI	-	3	17470	8036	5-M	tba	114	10.9	tba	93	1422	89/3500	-	170/1500	-	1151	1100
D	R-Line 1.4 TDI	-	5	18100	8688	5-M	tba	114	10.9	tba	93	1422	89/3500	-	170/1500	-	1176	1100
P	BlueMotion 1.0 TSI	-	3	14780	6799	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1111	500
P	BlueMotion 1.0 TSI	-	5	15410	7089	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1136	500

New Golf
Rating ★★★★☆

Magnificent seventh effort. Comprehensive rework ensures timeless quality. Lighter and more efficient.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	3	20370	9778	5-M	tba	tba	tba	tba	99	1598	109/tba	-	tba	-	tba	tba
D	S 1.6 TDI	-	5	21025	10092	5-M	tba	tba	tba	tba	99	1598	109/tba	-	tba	-	tba	tba
D	BlueMotion 1.6 TDI	328	3	21435	10289	6-M	15	124	10.5	tba	89	1598	109/3200	-	184/1500	-	1280	1000
D	BlueMotion 1.6 TDI	-	5	22090	10603	6-M	15	124	10.5	tba	89	1598	109/3200	-	184/1500	-	1310	1000
D	Match 1.6 TDI	-	3	21305	10226	5-M	tba	tba	tba	tba	99	1598	109/tba	-	tba	-	tba	tba
D	Match 1.6 TDI	-	5	21960	10541	5-M	tba	tba	tba	tba	99	1598	109/tba	-	tba	-	tba	tba
D	Match 1.6 TDI Auto	-	5	23375	11220	7-A	tba	tba	tba	tba	102	1598	109/tba	-	tba	-	tba	tba
D	Match 2.0 TDI	-	3	22670	11335	6-M	16	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1354	1600
D	Match 2.0 TDI	-	5	23325	11663	6-M	16	134	8.6	68.9	106	1968	148/3500	-	236/1750	-	1384	1600
D	Match 2.0 TDI Auto	-	5	24740	12370	6-A	16	131	8.6	62.8	117	1968	148/3500	-	236/1750	-	1405	1600
D	GT 1.6 TDI	-	3	22755	10922	5-M	tba	tba	tba	tba	101	1598	109/tba	-	tba	-	tba	tba
D	GT 1.6 TDI	-	5	23410	11237	5-M	tba	tba	tba	tba	101	1598	109/tba	-	tba	-	tba	tba
D	GT 1.6 TDI Auto	-	5	24825	11916	7-A	tba	tba	tba	tba	104	1598	109/tba	-	tba	-	tba	tba
D	GT 2.0 TDI	-	3	24120	12060	6-M	17	134	8.6	tba	109	1968	148/3500	-	236/1750	-	1354	1600
D	GT 2.0 TDI	-	5	24775	12388	6-M	17	134	8.6	tba	109	1968	148/3500	-	236/1750	-	1384	1600
D	GT 2.0 TDI Auto	309	5	26190	13095	6-A	17	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1405	1600
D	R-Line 2.0 TDI	-	3	25115	12558	6-M	17	134	8.6	tba	109	1968	148/3500	-	236/1750	-	1354	1600
D	R-Line 2.0 TDI	-	5	25770	12885	6-M	17	134	8.6	tba	109	1968	148/3500	-	236/1750	-	1384	1600
D	R-Line 2.0 TDI Auto	-	5	27185	13593	6-A	17	131	8.6	62.8	119	1968	148/3500	-	236/1750	-	1405	1600
D	GTD 2.0 TDI	-	3	26935	15084	6-M	26	143	7.5	tba	112	1968	181/3500	-	280/2500	-	1377	1600
D	GTD 2.0 TDI	339	5	27590	15450	6-M	26	143	7.5	tba	112	1968	181/3500	-	280/2500	-	1407	1600
D	GTD 2.0 TDI Auto	-	3	28350	15876	6-A	26	143	7.5	60.1	122	1968	181/3500	-	280/2500	-	1395	1600
D	GTD 2.0 TDI Auto	320	5	29005	16243	6-A	26	143	7.5	60.1	122	1968	181/3500	-	280/2500	-	1425	1600
PE	GTE 1.4 TSI plug-in hybrid Auto	-	5	28755	16103	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	243	1599	1500
PE	GTE Nav 1.4 TSI plug-in hybrid Auto	338	5	30020	16811	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	243	1599	1500
E	e-Golf Auto	328	5	26325	7898	1-A	15	87	10.4	(118)	0	-	-	114	-	199	1585	0
D	Estate S 1.6 TDI	-	5	20765	9967	5-M	10	116	11.9	72.4	102	1598	89/2750	-	170/1400	-	1395	1400
D	Estate S 1.6 TDI	-	5	21720	10426	5-M	12	120	11.2	72.4	102	1598	103/3000	-	184/1500	-	1395	1500
D	Estate BlueMotion 1.6 TDI	-	5	22785	10937	6-M	15	124	11.0	85.6	87	1598	109/3200	-	184/1500	-	1391	1000
D	Estate SE 1.6 TDI	-	5	22655	10874	5-M	11	120	11.2	72.4	102	1598	103/3000	-	184/1500	-	1395	1500
D	Estate SE 1.6 TDI Auto	-	5	24070	11554	7-A	11	120	11.2	70.6	104	1598	103/3000	-	184/1500	-	1410	1500
D	Estate SE 2.0 TDI	-	5	24020	11530	6-M	17	135	8.9	67.3	108	1968	148/3500	-	236/1750	-	1436	1600
D	Estate SE 2.0 TDI Auto	-	5	25435	12209	6-A	17	134	8.9	62.8	119	1968	148/3500	-	236/1750	-	1454	1600
D	Estate GT 2.0 TDI	-	5	25470	12226	6-M	17	135	8.9	67.3	108	1968	148/3500	-	236/1750	-	1436	1600
D	Estate GT 2.0 TDI Auto	-	5	26885	12905	6-A	17	134	8.9	62.8	119	1968	148/3500	-	236/1750	-	1454	1600
D	Estate GTD 2.0 TDI	-	5	28285	tba	6-M	26	144	7.9	64.2	115	1968	181/3500	-	280/1750	-	1475	1600
D	Estate GTD 2.0 TDI Auto	-	5	29700	tba	6-A	26	143	7.9	58.9	125	1968	181/3500	-	280/1750	-	1495	1600
D	Alltrack 1.6 TDI 4MOTION	-	5	26790	tba	6-M	10	116	12.1	58.9	124	1598	109/3250	-	184/1500	-	1544	1700
D	Alltrack 2.0 TDI 4MOTION	-	5	28155	tba	6-M	17	129	8.9	57.6	127	1968	148/3500	-	251/1750	-	1555	2000
D	Alltrack 2.0 TDI 4MOTION Auto	-	5	30595	tba	6-A	20	136	7.8	56.5	132	1968	181/3500	-	280/1750	-	1584	2000

Golf
Rating ★★★★☆

Tasteful benchmark for driving satisfaction and roof down motoring, wrapped in a casing of class.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Cabriolet S 2.0 TDI	-	2	24305	12153	5-M	tba	tba	tba	tba	111	1968	109/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI	-	2	25355	12678	5-M	tba	tba	tba	tba	111	1968	109/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI	-	2	26720	12826	6-M	tba	tba	tba	tba	109	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet SE 2.0 TDI Auto	-	2	28135	13505	6-A	tba	tba	tba	55.4	125	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet GT 2.0 TDI	-	2	27910	13397	6-M	tba	tba	tba	tba	109	1968	148/tba	-	tba	-	tba	tba
D	Cabriolet GT 2.0 TDI Auto	-	2	29325	14076	6-A	tba	tba	tba	55.4	125	1968	148/tba	-	tba	-	tba	tba

Golf SV
Rating ★★★★☆

Need space for your family but find MPVs too dowdy? The Golf SV is classy, practical and car-like to drive.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	21025	9251	5-M	11	112	13.1	72.4	101	1598	89/2750	-	170/1400	-	1415	1300
D	S 1.6 TDI	329	5	21980	9671	5-M	13	119	11.3	72.4	101	1598	109/3200	-	184/1500	-	1420	1500
D	S 1.6 TDI Auto	-	5	23395	10294	7-A	13	119	11.3	70.6	104	1598	109/3200	-	184/1500	-	1436	1500
D	BlueMotion 1.6 TDI	-	5	23285	9314	6-M	13	122	11.3	tba	98	1598	109/3200	-	184/1500	-	1435	1000
D	SE 1.6 TDI	-	5	22915	10083	5-M	11	119	11.3	72.4	101	1598	109/3200	-	184/1500	-	1420	1500
D	SE 1.6 TDI Auto	-	5	24330	10705	7-A	11	119	11.3	70.6	104	1598	109/3200	-	184/1500	-	1436	1500
D	SE 2.0 TDI	-	5	24280	11169	6-M	17	132	9.2	65.7	112	1968	148/3500	-	251/1750	-	1474	1600
D	SE 2.0 TDI Auto	-	5	25695	11820	6-A	17	130	9.2	60.1	122	1968	148/3500	-	251/1750	-	1492	1600
D	GT 2.0 TDI	-	5	25875	11903	6-M	17	132	9.2	64.2	115	1968	148/3500	-	251/1750	-	1474	1600
D	GT 2.0 TDI Auto	333	5	27290	12553	6-A	17	130	9.2	58.9	125	1968	148/3500	-	251/1750	-	1492	1600

Jetta
Rating ★★★★☆

VW's mini Passat is spacious and classy and buyers that like a traditional saloon need look no further.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	4	20175	9281	5-M	14	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	SE 2.0 TDI	-	4	21505	9892	5-M	15	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	SE 2.0 TDI Auto	-	4	22930	10548	7-A	15	122	11.0	67.3	109	1968	109/3200	-	184/1750	-	1415	1500
D	SE 2.0 TDI	-	4	22505	10802	6-M	22	137	8.9	67.3	109	1968	148/3500	-	251/1750	-	1425	1500
D	SE 2.0 TDI Auto	-	4	23930	11486	6-A	22	135	8.9	62.8	120	1968	148/3500	-	251/1750	-	1448	1500
D	GT 2.0 TDI	-	4	22370	10290	5-M	15	122	11.0	70.6	105	1968	109/3200	-	184/1750	-	1395	1500
D	GT 2.0 TDI Auto	-	4	23795	10946	7-A	15	122	11.0	67.3	109	1968	109/3200	-	184/1750	-	1415	1500
D	GT 2.0 TDI	333	4	23370	11218	6-M	22	137	8.9	67.3	109	1968	148/3500	-	251/1750	-	1425	1500
D	GT 2.0 TDI Auto	-	4	24795	11902	6-A	22	135	8.9	62.8	120	1968	148/3500	-	251/1750	-	1448	1500

Beetle
Rating ★★★½☆

Reworked to attract male drivers. It should work: it looks dandy, drives well and has more room.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	3	18100	8326	5-M	13	113	11.0	65.7	112	1968	109/3500	-	184/1750	-	1380	0
D	Design 2.0 TDI	-	3	20475	9419	5-M	13	113	11.0	65.7	112	1968	109/3500	-	184/1750	-	1380	0
D	Design 2.0 TDI Auto	-	3	21935	10090	7-A	13	113	11.0	64.2	116	1968	109/3500	-	184/1750	-	1395	0
D	Design 2.0 TDI	-	3	21175	9317	6-M	20	125	8.9	61.4	119	1968	148/3500	-	251/1750	-	1421	0
D	Design 2.0 TDI Auto	-	3	22780	10023	6-A	20	124	8.9	58.9	127	1968	148/3500	-	251/1750	-	1445	0
D	Sport 2.0 TDI	-	3	22995	10118	6-M	21	125	8.9	61.4	119	1968	148/3500	-	251/1750	-	1421	0
D	Sport 2.0 TDI Auto	-	3	24600	10824	6-A	21	124	8.9	58.9	127	1968	148/3500	-	251/1750	-	1445	0
D	Cabriolet 2.0 TDI	-	2	21040	10941	5-M	15	112	11.7	64.2	115	1968	109/3500	-	184/1750	-	1485	0
D	Cabriolet Design 2.0 TDI	-	2	23415	12176	5-M	16	112	11.7	64.2	115	1968	109/3500	-	184/1750	-	1485	0
D	Cabriolet Design 2.0 TDI Auto	-	2	24875	12935	7-A	16	112	11.7	61.4	119	1968	109/3500	-	184/1750	-	1505	0
D	Cabriolet Design 2.0 TDI	-	2	24245	12123	6-M	23	124	9.3	61.4	120	1968	148/3500	-	251/1750	-	1505	0
D	Cabriolet Design 2.0 TDI Auto	-	2	25605	12803	6-A	23	123	9.3	56.5	130	1968	148/3500	-	251/1750	-	1529	0
D	Cabriolet Sport 2.0 TDI	-	2	25845	12923	6-M	23	124	9.3	61.4	120	1968	148/3500	-	251/1750	-	1505	0
D	Cabriolet Sport 2.0 TDI Auto	-	2	27205	13603	6-A	23	123	9.3	56.5	130	1968	148/3500	-	251/1750	-	1529	0

New Passat
Rating ★★★★½

Further shift into luxury territory by VW. Well mannered on the road, it's more economical and pricier than ever.

Fuel	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electirc motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	4	22320	9821	6-M	15	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	S 1.6 TDI Auto	-	4	23920	10525	7-A	15	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	S 2.0 TDI	-	4	23445	10785	6-M	21	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	S 2.0 TDI Auto	-	4	25045	11521	6-A	21	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	BlueMotion 1.6 TDI	-	4	23200	10208	6-M	tba	tba	tba	76.3	95	1598	tba	-	tba	-	tba	tba
D	SE 1.6 TDI	-	4	23460	10322	6-M	12	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	SE 1.6 TDI Auto	-	4	25060	11026	7-A	12	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	SE 2.0 TDI	-	4	24585	11309	6-M	19	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	SE 2.0 TDI Auto	-	4	26185	12045	6-A	19	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	SE Business 1.6 TDI	-	4	24115	10611	6-M	12	128	10.8	70.6	105	1598	118/3600	-	184/1750	-	1444	1500
D	SE Business 1.6 TDI Auto	-	4	25715	11315	7-A	12	128	10.8	70.6	103	1598	118/3600	-	184/1750	-	1459	1500
D	SE Business 2.0 TDI	335	4	25240	11610	6-M	19	136	8.7	70.6	106	1968	148/3500	-	251/1750	-	1475	2000
D	SE Business 2.0 TDI Auto	-	4	26840	12346	6-A	19	135	8.7	64.2	116	1968	148/3500	-	251/1750	-	1501	2000
D	GT 1.6 TDI	-	4	25420	11185	6-M	13	128	10.8	67.3	109	1598	118/3600	-	184/1750	-	1444	1500
D	GT 1.6 TDI Auto	-	4	27020	11889	7-A	13	128	10.8	68.9	106	1598	118/3600	-	184/1750	-	1459	1500
D	GT 2.0 TDI	-	4	26545	12211	6-M	19	136	8.7	68.9	109	1968	148/3500	-	251/1750	-	1475	2000
D	GT 2.0 TDI Auto	-	4	28145	12947	6-A	19	135	8.7	62.8	119	1968	148/3500	-	251/1750	-	1501	2000
D	GT 2.0 TDI	-	4	27895	12274	6-M	22	tba	tba	tba	107	1968	188/3500	-	295/1750	-	tba	tba
D	GT 2.0 TDI Auto	-	4	29495	12978	6-A	22	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1549	2000
D	GT 2.0 BiTDI 4MOTION Auto	-	4	34625	15235	7-A	28	149	6.1	53.3	139	1968	236/4000	-	369/1750	-	1721	2200
D	R-Line 2.0 TDI	-	4	27540	12668	6-M	19	136	8.7	68.9	109	1968	148/3500	-	251/1750	-	1475	2000
D	R-Line 2.0 TDI Auto	-	4	29140	13404	6-A	19	135	8.7	62.8	119	1968	148/3500	-	251/1750	-	1501	2000
D	R-Line 2.0 TDI	-	4	28890	12712	6-M	23	tba	tba	tba	107	1968	188/3500	-	295/1750	-	tba	tba
D	R-Line 2.0 TDI Auto	-	4	30490	13416	6-A	23	146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1549	2000
D	R-Line 2.0 BiTDI 4MOTION Auto	-	4	35620	15673	7-A	28	149	6.1	53.3	139	1968	236/4000	-	369/1750	-	1721	2200
D	Estate S 1.6 TDI	-	5	23870	10503	6-M	15	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate S 1.6 TDI Auto	-	5	25470	11207	7-A	15	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate S 2.0 TDI	-	5	24995	11498	6-M	21	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1505	2000
D	Estate S 2.0 TDI Auto	-	5	26595	12234	6-A	21	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate BlueMotion 1.6 TDI	-	5	24750	10890	6-M	tba	tba	tba	76.3	96	1598	tba	-	tba	-	tba	tba
D	Estate SE 1.6 TDI	-	5	25010	11004	6-M	12	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate SE 1.6 TDI Auto	-	5	26610	11708	7-A	12	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate SE 2.0 TDI	-	5	26135	12022	6-M	19	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1505	2000
D	Estate SE 2.0 TDI Auto	-	5	27735	12758	6-A	19	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate SE Business 1.6 TDI	-	5	25665	11293	6-M	12	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1485	1500
D	Estate SE Business 1.6 TDI Auto	-	5	27265	11997	7-A	12	127	11.0	70.6	104	1598	118/3600	-	184/1750	-	1500	1500
D	Estate SE Business 2.0 TDI	-	5	26790	12323	6-M	19	135	8.9	68.9	107	1968	148/3500	-	251/1750	-	1505	2000
D	Estate SE Business 2.0 TDI Auto	-	5	28390	13059	6-A	19	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1541	2000
D	Estate GT 1.6 TDI	-	5	26970	11867	6-M	13	127	11.0	67.3	110	1598	118/3600	-	184/1750	-	1485	1500
D	Estate GT 1.6 TDI Auto	-	5	28570	12571	7-A	13	127	11.0	68.9	107	1598	118/3600	-	184/1750	-	1500	1500
D	Estate GT 2.0 TDI	-	5	28095	12924	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1505	2000
D	Estate GT 2.0 TDI Auto	-	5	29695	13660	6-A	19	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
D	Estate GT 2.0 TDI	-	5	29445	12956	6-M	22	tba	tba	tba	109	1968	188/3500	-	295/1750	-	tba	tba
D	Estate GT 2.0 TDI Auto	-	5	31045	13660	6-A	22	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Estate GT 2.0 BiTDI 4MOTION Auto	-	5	36175	15917	7-A	28	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200
D	Estate R-Line 2.0 TDI	-	5	29090	13381	6-M	19	135	8.9	67.3	110	1968	148/3500	-	251/1750	-	1505	2000
D	Estate R-Line 2.0 TDI Auto	-	5	30690	14117	6-A	19	134	8.9	60.1	122	1968	148/3500	-	251/1750	-	1541	2000
D	Estate R-Line 2.0 TDI	-	5	30440	13394	6-M	23	tba	tba	tba	109	1968	188/3500	-	295/1750	-	tba	tba
D	Estate R-Line 2.0 TDI Auto	-	5	32040	14098	6-A	23	144	7.9	61.4	120	1968	188/3500	-	295/1750	-	1581	2000
D	Estate R-Line 2.0 BiTDI 4MOTION Auto	-	5	37170	16355	7-A	28	147	6.3	52.3	140	1968	236/4000	-	369/1750	-	1735	2200

CC
Rating ★★★½

Psst - don't mention Passat! Prettier, and more shapely than its predecessor, it's good to drive too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	4	26995	12958	6-M	tba	tba	tba	tba	115	1968	148/tba	-	tba	-	tba	tba
D	2.0 TDI Auto	-	4	28345	13606	6-A	tba	tba	tba	tba	125	1968	148/tba	-	tba	-	tba	tba
D	GT 2.0 TDI	-	4	28575	13716	6-M	tba	tba	tba	tba	115	1968	148/tba	-	tba	-	tba	tba
D	GT 2.0 TDI Auto	-	4	29925	14364	6-A	tba	tba	tba	tba	125	1968	148/tba	-	tba	-	tba	tba
D	GT 2.0 TDI	-	4	30600	14076	6-M	tba	tba	tba	tba	114	1968	181/tba	-	tba	-	tba	tba
D	GT 2.0 TDI Auto	-	4	31950	14697	6-A	tba	tba	tba	tba	125	1968	181/tba	-	tba	-	tba	tba
D	R-Line 2.0 TDI	-	4	29225	14028	6-M	tba	tba	tba	tba	115	1968	148/tba	-	tba	-	tba	tba
D	R-Line 2.0 TDI Auto	-	4	30575	14676	6-A	tba	tba	tba	tba	125	1968	148/tba	-	tba	-	tba	tba
D	R-Line 2.0 TDI	-	4	31250	14375	6-M	tba	tba	tba	tba	114	1968	181/tba	-	tba	-	tba	tba
D	R-Line 2.0 TDI Auto	-	4	32600	14996	6-A	tba	tba	tba	tba	125	1968	181/tba	-	tba	-	tba	tba

Scirocco
Rating ★★★½

Mild tweaks bring the Scirocco more up to date, with fresh, frugal engines and sharper looks.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	2.0 TDI	-	3	23455	13135	6-M	26	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	2.0 TDI Auto	-	3	24955	13975	6-A	26	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT 2.0 TDI	322	3	25305	14171	6-M	26	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	GT 2.0 TDI Auto	-	3	26805	15011	6-A	26	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	GT 2.0 TDI	-	3	26305	14205	6-M	29	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	GT 2.0 TDI Auto	338	3	27805	15015	6-A	29	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0
D	R-Line 2.0 TDI	-	3	27375	15330	6-M	27	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1375	0
D	R-Line 2.0 TDI Auto	-	3	28875	16170	6-A	27	132	8.6	62.8	119	1968	148/3500	-	251/1750	-	1395	0
D	R-Line 2.0 TDI	-	3	28375	15323	6-M	30	143	7.5	64.2	115	1968	181/3500	-	280/1750	-	1395	0
D	R-Line 2.0 TDI Auto	-	3	29875	16133	6-A	30	142	7.5	58.9	125	1968	181/3500	-	280/1750	-	1418	0

CHART TOPPERS
BEST-SELLING DIESEL SALOON CARS IN 2014



1	BMW 3 Series	21,294
2	Mercedes-Benz C-Class	15,224
3	BMW 5 Series	14,358
4	Mercedes-Benz E-Class	13,126
5	Audi A4	11,994

Tiguan
Rating ★★★★

Quality cabin and good on-road dynamics make the Tiguan a winner. It looks classy, too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI 2WD	-	5	22975	12407	6-M	tba	tba	tba	tba	130	1968	109/tba	-	tba	-	tba	tba
D	S 2.0 TDI 2WD	-	5	23525	13174	6-M	tba	tba	tba	tba	130	1968	148/tba	-	tba	-	tba	tba
D	S 2.0 TDI 4MOTION	-	5	25295	14165	6-M	tba	tba	tba	tba	140	1968	148/tba	-	tba	-	tba	tba
D	S 2.0 TDI 4MOTION Auto	-	5	26790	15002	7-A	tba	tba	tba	tba	150	1968	148/tba	-	tba	-	tba	tba
D	Match 2.0 TDI 2WD	-	5	25520	14291	6-M	tba	tba	tba	tba	130	1968	148/tba	-	tba	-	tba	tba
D	Match 2.0 TDI 4MOTION	-	5	27290	15282	6-M	tba	tba	tba	tba	140	1968	148/tba	-	tba	-	tba	tba
D	Match 2.0 TDI 4MOTION Auto	-	5	28815	16136	7-A	tba	tba	tba	tba	150	1968	148/tba	-	tba	-	tba	tba
D	Match 2.0 TDI 4MOTION Auto	-	5	29820	17296	7-A	tba	tba	tba	tba	150	1968	181/tba	-	tba	-	tba	tba
D	R-Line 2.0 TDI 4MOTION	-	5	29120	16307	6-M	tba	tba	tba	tba	140	1968	148/tba	-	tba	-	tba	tba
D	R-Line 2.0 TDI 4MOTION Auto	-	5	30645	17161	7-A	tba	tba	tba	tba	150	1968	148/tba	-	tba	-	tba	tba
D	R-Line 2.0 TDI 4MOTION Auto	-	5	31650	18357	7-A	tba	tba	tba	tba	150	1968	181/tba	-	tba	-	tba	tba
D	Escape 2.0 TDI 4MOTION	-	5	27980	15669	6-M	tba	tba	tba	tba	140	1968	148/tba	-	tba	-	tba	tba
D	Escape 2.0 TDI 4MOTION Auto	-	5	29475	16506	7-A	tba	tba	tba	tba	150	1968	148/tba	-	tba	-	tba	tba

Touran
Rating ★★★½

Revamp made it more appealing and better looking. It's versatile, and decent to drive too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 1.6 TDI	-	5	21750	10440	6-M	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1544	1500
D	S 1.6 TDI Auto	-	5	22985	11033	7-A	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1556	1500
D	SE 1.6 TDI	-	5	23855	11450	6-M	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1544	1500
D	SE 1.6 TDI Auto	-	5	25090	12043	7-A	13	116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1556	1500
D	SE 2.0 TDI	-	5	25620	11273	6-M	19	126	9.9	58.9	127	1968	138/4200	-	236/1750	-	1582	1500
D	SE 2.0 TDI Auto	-	5	26985	11873	6-A	19	125	9.9	54.3	135	1968	138/4200	-	236/1750	-	1603	1500
D	Sport 2.0 TDI	-	5	27080	11915	6-M	19	126	9.9	58.9	127	1968	138/4200	-	236/1750	-	1582	1500
D	Sport 2.0 TDI Auto	-	5	28445	12516	6-A	19	125	9.9	54.3	135	1968	138/4200	-	236/1750	-	1603	1500
D	Sport 2.0 TDI Auto	-	5	28500	12540	6-A	24	133	8.8	49.6	150	1968	174/4200	-	280/1750	-	1598	1600

New Sharan
Rating ★★★½

A proper seven-seater with room to spare. The mildest of facelifts brings with it Euro-6 engines.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	26970	14564	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	S 2.0 TDI	-	5	27930	15082	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	S 2.0 TDI Auto	-	5	29410	15881	6-A	tba	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	30115	16262	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	31595	17061	6-A	tba	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE 2.0 TDI	-	5	31685	17110	6-M	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE 2.0 TDI Auto	-	5	33035	17839	6-A	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI	-	5	30790	16627	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI Auto	-	5	32270	17426	6-A	tba	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI	-	5	32360	17474	6-M	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SE Nav 2.0 TDI Auto	-	5	33710	18203	6-A	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI	-	5	33360	18014	6-M	tba	tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	34840	18814	6-A	tba	tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI	-	5	34930	18862	6-M	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
D	SEL 2.0 TDI Auto	-	5	36280	19591	6-A	tba	tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba

Sharan
LONG TERM TEST

Rating ★★★★½

No doubt one of the classiest of the MPV crop. Simply bags of space inside and super-smooth to drive.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	S 2.0 TDI	-	5	26065	11990	6-M	14	114	12.6	50.4	146	1968	114/4200	-	207/1750	-	1772	2000
D	S 2.0 TDI	-	5	26815	12335	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	S 2.0 TDI Auto	-	5	28150	12949	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SE 2.0 TDI	-	5	29125	13398	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	SE 2.0 TDI Auto	-	5	30460	14012	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SE 2.0 TDI	-	5	30730	12907	6-M	21	129	9.3	48.7	152	1968	174/4200	-	280/1750	-	1800	2200
D	SE 2.0 TDI Auto	-	5	32065	13467	6-A	21	128	9.6	47.9	154	1968	174/4200	-	280/1750	-	1804	2200
D	SEL 2.0 TDI	-	5	32025	14732	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	SEL 2.0 TDI Auto	-	5	33360	15346	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200
D	SEL 2.0 TDI	-	5	33630	14125	6-M	21	129	9.3	48.7	152	1968	174/4200	-	280/1750	-	1800	2200
D	SEL 2.0 TDI Auto	-	5	34965	14685	6-A	21	128	9.6	47.9	154	1968	174/4200	-	280/1750	-	1804	2200
D	Executive 2.0 TDI	-	5	32275	14847	6-M	18	121	10.9	50.4	146	1968	138/4200	-	236/1750	-	1774	2200
D	Executive 2.0 TDI Auto	-	5	33610	15461	6-A	18	119	10.9	49.6	149	1968	138/4200	-	236/1750	-	1803	2200

Touareg
Rating ★★★★

Large SUV recently gained a new face, an uplift in technology and more fuel efficient powerplants.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	SE 3.0 V6 TDI 4MOTION Auto	-	5	43605	21803	8-A	40	128	8.7	42.8	173	2967	201/3200	-	332/1250	-	2185	3500
D	SE 3.0 V6 TDI 4MOTION Auto	-	5	45405	22703	8-A	43	140	7.3	42.8	174	2967	259/3800	-	428/1750	-	2185	3500
D	Escape 3.0 V6 TDI 4MOTION Auto	-	5	45605	22803	8-A	43	137	7.6	40.9	180	2967	259/3800	-	428/1750	-	2251	3500
D	R-Line 3.0 V6 TDI 4MOTION Auto	-	5	46605	23303	8-A	40	128	8.7	42.8	173	2967	201/3200	-	332/1250	-	2185	3500
D	R-Line 3.0 V6 TDI 4MOTION Auto	-	5	48405	24203	8-A	43	140	7.3	42.8	174	2967	259/3800	-	428/1750	-	2185	3500

XL1
Rating ★★★

Groundbreaking two-seat ecocar wearing a supercar price tag. Just 200 to be sold around the world.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
DE	TDI Plug-In-Hybrid	-	3	98515	tba	7-A	tba	100	12.7	314.0	21	800	47/tba	27	89/tba	103	795	0

Amarok
Rating ★★★★

Pick up that thinks it's a car, drives everywhere and boasts clever-clogs technology. Terrific.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	Startline 2.0 TDI Selectable 4MOTION	-	4	25054	9521	6-M	9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2108	3000
D	Trendline 2.0 TDI Selectable 4MOTION	-	4	26278	9986	6-M	9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2113	3000
D	Trendline 2.0 BiTDI Selectable 4MOTION	-	4	27238	10350	6-M	9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2058	3000
D	Highline 2.0 BiTDI Selectable 4MOTION	-	4	30874	11732	6-M	9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2079	3000
D	Highline 2.0 BiTDI Permanent 4MOTION Auto	-	4	32980	12532	8-A	10	108	11.3	35.3	211	1968	178/4000	-	310/1750	-	2093	3200
D	Ultimate 2.0 BiTDI Selectable 4MOTION	-	4	36448	13850	6-M	10	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2100	3000
D	Ultimate 2.0 BiTDI Permanent 4MOTION Auto	-	4	38146	14495	8-A	10	108	11.3	33.2	224	1968	178/4000	-	310/1750	-	2099	3200

VOLVO
UK dealers: 109 **Warranty:** 3 years/60,000miles **Servicing:** 18,000miles

S60
Rating ★★★★

Very safe alternative to Audi A4 and co. It's got class, low CO_2 engines and is good to drive. Just updated too.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D3 Business Edition	-	4	22795	11398	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 Business Edition Auto	-	4	24280	12140	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 Business Edition	-	4	24045	12023	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 Business Edition Auto	-	4	25595	12798	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D2 SE	-	4	26945	13473	6-M	tba	121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1548	1600
D	D2 SE Auto	-	4	28430	14215	6-A	tba	121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559	1600
D	D3 SE	-	4	27795	13898	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 SE Auto	-	4	29280	14640	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 SE Nav	-	4	29845	14923	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 SE Nav Auto	-	4	31395	15698	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D3 SE Lux	-	4	30095	15048	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 SE Lux Auto	-	4	31580	15790	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 SE Lux Nav	-	4	32145	16073	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 SE Lux Nav Auto	-	4	33695	16848	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D2 R-Design	-	4	28445	14223	6-M	tba	121	11.2	74.3	99	1969	118/3750	-	207/1500	-	1548	1600
D	D2 R-Design Auto	-	4	29930	14965	6-A	tba	121	11.4	67.3	110	1969	118/3750	-	207/1500	-	1559	1600
D	D3 R-Design	-	4	29295	14648	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 R-Design Auto	-	4	30780	15390	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 R-Design Nav	-	4	31345	15673	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 R-Design Nav Auto	-	4	32895	16448	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	D3 R-Design Lux	-	4	31795	15898	6-M	tba	134	9.0	72.4	102	1969	148/3750	-	236/1750	-	1547	1600
D	D3 R-Design Lux Auto	-	4	33280	16640	6-A	tba	134	9.0	67.3	110	1969	148/3750	-	236/1750	-	1559	1600
D	D4 R-Design Lux Nav	-	4	33845	16923	6-M	tba	143	7.6	72.8	102	1969	188/4250	-	295/1750	-	1547	1800
D	D4 R-Design Lux Nav Auto	-	4	35395	17698	8-A	tba	143	7.6	65.7	113	1969	188/4250	-	295/1750	-	1573	1800
D	Cross Country D4 Lux Nav	-	4	33695	16848	6-M	tba	130	7.7	67.3	111	1969	188/4250	-	295/1750	-	1632	1800
D	Cross Country D4 Lux Nav Auto	-	4	35245	17623	8-A	tba	130	7.7	70.6	120	1969	188/4250	-	295/1750	-	1656	1800
D	Cross Country D4 AWD Lux Nav Auto	-	4	36725	18363	6-A	tba	149	8.8	49.6	149	2400	188/4000	-	310/1500	-	1729	1900

S80
Rating ★★★½

Can Scandinavia take on and beat BMW's 5 Series? It can try… S80 is masterful but won't turn heads, despite facelift.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D4 SE Nav	-	4	32220	11599	6-M	28	140	8.4	68.9	108	1969	178/4250	-	295/1750	-	1609	1800
D	D4 SE Nav Auto	-	4	33770	12157	8-A	28	140	8.4	62.8	119	1969	178/4250	-	295/1750	-	1635	1800
D	D4 SE Lux	-	4	33720	12139	6-M	29	140	8.4	68.9	108	1969	178/4250	-	295/1750	-	1609	1800
D	D4 SE Lux Auto	-	4	35270	12697	8-A	29	140	8.4	62.8	119	1969	178/4250	-	295/1750	-	1635	1800

V40
LONG TERM TEST

Rating ★★★★

Bang-on bid to break the premium hatch sector. V40 oozes style from every pore. Safe in all senses.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D2 ES	-	5	21195	8478	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 ES Auto	-	5	22680	9072	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D2 SE	311	5	22720	9088	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 SE Auto	-	5	24205	9682	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 SE	-	5	23770	11410	6-M	tba	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 SE Auto	-	5	25255	12122	6-A	tba	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 SE	-	5	24970	11986	6-M	27	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 SE Auto	-	5	26520	12730	8-A	27	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 SE Lux	304	5	24720	9888	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 SE Lux Auto	-	5	26205	10482	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 SE Lux Nav	-	5	25520	12250	6-M	23	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 SE Lux Nav Auto	-	5	27005	12962	6-A	23	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 SE Lux Nav	-	5	27770	13330	6-M	28	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 SE Lux Nav Auto	-	5	29320	14074	8-A	28	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 R-Design	-	5	23495	9398	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 R-Design Auto	-	5	24980	9992	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 R-Design	313	5	24545	11782	6-M	21	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 R-Design Auto	-	5	26030	12494	6-A	21	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 R-Design	-	5	25745	12358	6-M	27	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 R-Design Auto	-	5	27295	13102	8-A	27	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	D2 R-Design Lux	-	5	25170	10068	6-M	tba	118	10.5	78.5	94	1969	118/3750	-	207/1500	-	1423	1300
D	D2 R-Design Lux Auto	-	5	26655	10662	6-A	tba	118	10.5	74.3	101	1969	118/3750	-	207/1500	-	1439	1300
D	D3 R-Design Lux Nav	-	5	27020	12970	6-M	23	130	8.4	74.3	99	1969	148/3750	-	236/1750	-	1423	1500
D	D3 R-Design Lux Nav Auto	-	5	28505	13682	6-A	23	127	8.4	70.6	104	1969	148/3750	-	236/1750	-	1439	1500
D	D4 R-Design Lux Nav	-	5	28220	13546	6-M	28	143	7.4	74.3	99	1969	188/4250	-	295/1750	-	1451	1500
D	D4 R-Design Lux Nav Auto	-	5	29770	14290	8-A	28	143	7.2	67.3	109	1969	188/4250	-	295/1750	-	1474	1500
D	Cross Country D2 SE	-	5	23820	9528	6-M	tba	118	10.6	76.4	96	1969	118/3750	-	207/1500	-	1434	1300
D	Cross Country D2 SE Auto	-	5	25305	10122	6-A	tba	118	10.6	72.4	101	1969	118/3750	-	207/1500	-	1450	1300
D	Cross Country D3 SE	-	5	24870	11938	6-M	tba	118	8.5	74.3	99	1969	148/3750	-	236/1750	-	1434	1500
D	Cross Country D3 SE Auto	-	5	26355	12650	6-A	tba	118	8.5	70.6	105	1969	148/3750	-	236/1750	-	1450	1500
D	Cross Country D4 SE	-	5	26070	12514	6-M	26	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D	Cross Country D4 SE Auto	330	5	27620	13258	8-A	26	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500
D	Cross Country D2 Lux	-	5	25820	10328	6-M	tba	118	10.6	76.4	96	1969	118/3750	-	207/1500	-	1434	1300
D	Cross Country D2 Lux Auto	-	5	27305	10922	6-A	tba	118	10.6	72.4	101	1969	118/3750	-	207/1500	-	1450	1300
D	Cross Country D3 Lux Nav	-	5	27670	13282	6-M	tba	118	8.5	74.3	99	1969	148/3750	-	236/1750	-	1434	1500
D	Cross Country D3 Lux Nav Auto	-	5	29155	13994	6-A	tba	118	8.5	70.6	105	1969	148/3750	-	236/1750	-	1450	1500
D	Cross Country D4 Lux Nav	-	5	28870	13858	6-M	27	130	7.7	70.6	104	1969	188/4250	-	295/1750	-	1462	1500
D	Cross Country D4 Lux Nav Auto	-	5	30420	14602	8-A	27	130	7.5	65.7	112	1969	188/4250	-	295/1750	-	1481	1500

V60
Rating ★★★½

Not-so-huge Volvo estate is nonetheless loaded with appeal. Great cabin and engine choices and now revised.

Power	Model	Issue tested	Doors	List price £	Trade-in value	Gearbox	Ins. group	Top speed	0-62mph	Combined MPG (range)	CO2 g/km	Engine cc	Engine power bhp/rpm	Electric motor power bhp	Engine torque lb ft/rpm	Electric motor torque lb ft/rpm	Kerb weight (kg)	Towing weight (kg)
D	D3 Business Edition	-	5	23995	11998	6-M	tba	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 Business Edition Auto	-	5	25480	12740	6-A	tba	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 Business Edition	-	5	25245	12118	6-M	tba	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 Business Edition Auto	-	5	26795	12862	8-A	tba	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D	D2 SE	-	5	28145	14073	6-M	tba	121	11.5	74.3	101	1969	118/3750	-	207/1500	-	1575	1600
D	D2 SE Auto	-	5	29630	14815	6-A	tba	121	11.7	67.3	111	1969	118/3750	-	207/1500	-	1588	1600
D	D3 SE	-	5	28995	14498	6-M	tba	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 SE Auto	-	5	30480	15240	6-A	tba	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 SE Nav	-	5	31045	14902	6-M	tba	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 SE Nav Auto	-	5	32595	15646	8-A	tba	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D	D3 SE Lux	-	5	31395	15698	6-M	tba	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 SE Lux Auto	-	5	32880	16440	6-A	tba	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 SE Lux Nav	-	5	33445	16054	6-M	tba	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D	D4 SE Lux Nav Auto	-	5	34995	16798	8-A	tba	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
DE	D6 Twin Engine SE Lux Nav Auto	-	5	45175	17167	6-A	41	143	6.0	155.2	48	2400	217/4000	67	325/1500	148	1988	1800
D	D2 R-Design	-	5	29645	14823	6-M	tba	121	11.5	74.3	101	1969	118/3750	-	207/1500	-	1575	1600
D	D2 R-Design Auto	-	5	31130	15565	6-A	tba	121	11.7	67.3	111	1969	118/3750	-	207/1500	-	1588	1600
D	D3 R-Design	-	5	30495	15248	6-M	tba	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D	D3 R-Design Auto	-	5	31980	15990	6-A	tba	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D	D4 R-Design Nav	-	5	32545	15622	6-M	tba	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800

POWER | ISSUE TESTED | DOORS | LIST PRICE £ | TRADE-IN VALUE | GEARBOX | INS. GROUP | TOP SPEED | 0-62MPH | COMBINED MPG (RANGE) | CO2 G/KM | ENGINE CC | ENGINE POWER BHP/RPM | ELECTRIC MOTOR POWER BHP | ENGINE TORQUE LB FT/RPM | ELECTIRC MOTOR TORQUE LB FT/RPM | KERB WEIGHT (KG) | TOWING WEIGHT (KG)

POWER

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
V60 (continued																	
D D4 R-Design Nav Auto	-	5	34095	16366	8-A tba	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
D D3 R-Design Lux	-	5	33095	16548	6-M tba	130	9.1	70.6	105	1969	148/3750	-	236/1750	-	1576	1600
D D3 R-Design Lux Auto	-	5	34580	17290	6-A tba	130	9.1	67.3	111	1969	148/3750	-	236/1750	-	1588	1600
D D4 R-Design Lux Nav	-	5	35145	16870	6-M tba	140	7.7	70.6	104	1969	188/4250	-	295/1750	-	1576	1800
D D4 R-Design Lux Nav Auto	-	5	36695	17614	8-A tba	140	7.7	64.2	116	1969	188/4250	-	295/1750	-	1602	1800
DE D6 Twin Engine R-Design Lux Nav Auto	-	5	46875	17813	6-A	42	143	6.0	155.2	48	2400	217/4000	67	325/1500	148	1988	1800
D Cross Country D3 SE	-	5	30195	15098	6-M tba	127	9.1	67.3	111	1969	148/4250	-	258/1500	-	1634	1800
D Cross Country D3 SE Auto	-	5	31680	15840	6-A tba	127	9.1	61.4	120	1969	148/4250	-	258/1500	-	1664	1800
D Cross Country D4 SE Nav	-	5	32245	15478	6-M tba	130	7.8	67.3	111	1969	188/4250	-	295/1750	-	1634	1800
D Cross Country D4 SE Nav Auto	-	5	33795	16222	8-A tba	130	7.8	61.4	120	1969	188/4250	-	295/1750	-	1666	1800
D Cross Country D4 AWD SE Nav Auto	-	5	35275	16932	6-A tba	127	8.9	49.6	149	2400	188/4000	-	310/1500	-	1763	1900
D Cross Country D3 Lux	-	5	32945	16473	6-M tba	127	9.1	67.3	111	1969	148/4250	-	258/1500	-	1634	1800
D Cross Country D3 Lux Auto	-	5	34430	17215	6-A tba	127	9.1	61.4	120	1969	148/4250	-	258/1500	-	1664	1800
D Cross Country D4 Lux Nav	-	5	34995	16798	6-M tba	130	7.8	67.3	111	1969	188/4250	-	295/1750	-	1634	1800
D Cross Country D4 Lux Nav Auto	-	5	36545	17542	8-A tba	130	7.8	61.4	120	1969	188/4250	-	295/1750	-	1666	1800
D Cross Country D4 AWD Lux Nav Auto	-	5	38025	18252	6-A tba	127	8.9	49.6	149	2400	188/4000	-	310/1500	-	1763	1900
LONG TERM TEST **V70**																	
Big enough to swallow your life and still drive away in style. Essential kit for happy families.														Rating ★★★½☆			
D D3 Business Edition	-	5	25995	8838	6-M tba	127	9.8	68.9	108	1969	148/3750	-	236/1750	-	1667	1800
D D3 Business Edition Auto	-	5	27480	9343	6-A tba	127	9.8	65.7	112	1969	148/3750	-	236/1750	-	1679	1800
D D4 Business Edition	-	5	27195	9790	6-M 28	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D D4 Business Edition Auto	-	5	28745	10348	8-A 28	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800
D D3 SE Nav	-	5	31920	10853	6-M tba	127	9.8	65.7	113	1969	148/3750	-	236/1750	-	1667	1800
D D3 SE Nav Auto	-	5	33405	11358	6-A tba	127	9.8	62.8	118	1969	148/3750	-	236/1750	-	1679	1800
D D4 SE Nav	-	5	33120	11923	6-M 29	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D D4 SE Nav Auto	-	5	34670	12481	8-A 29	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800
D D3 SE Lux	-	5	33520	11397	6-M tba	127	9.8	65.7	113	1969	148/3750	-	236/1750	-	1667	1800
D D3 SE Lux Auto	-	5	35005	11902	6-A tba	127	9.8	62.8	118	1969	148/3750	-	236/1750	-	1679	1800
D D4 SE Lux	-	5	34720	12499	6-M 30	137	8.6	65.7	114	1969	178/4250	-	295/1750	-	1669	1800
D D4 SE Lux Auto	-	5	36270	13057	8-A 30	137	8.6	60.1	122	1969	178/4250	-	295/1750	-	1694	1800
XC60														Rating ★★★½☆			
Upmarket SUV that's adorned with the cool extra of Volvo's badge. Safe, comfy and great to drive.																	
D D4 SE	-	5	31660	16463	6-M 28	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D D4 SE Auto	-	5	33210	17269	8-A 28	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D D4 AWD SE	-	5	33190	15931	6-M tba	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D D4 AWD SE Auto	-	5	34675	16644	6-A tba	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000

POWER

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)
D D5 AWD SE Nav	-	5	35990	16555	6-M tba	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D D5 AWD SE Nav Auto	-	5	37475	17239	6-A tba	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D D4 SE Lux	-	5	34360	17867	6-M 29	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D D4 SE Lux Auto	-	5	35910	18673	8-A 29	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D D4 AWD SE Lux	-	5	35890	17227	6-M tba	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D D4 AWD SE Lux Auto	-	5	37375	17940	6-A tba	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D D5 AWD SE Lux Nav	-	5	38690	17797	6-M tba	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D D5 AWD SE Lux Nav Auto	-	5	40175	18481	6-A tba	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D D4 R-Design	-	5	32935	17126	6-M 28	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D D4 R-Design Auto	-	5	34485	17932	8-A 28	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D D4 AWD R-Design	-	5	34465	16543	6-M tba	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D D4 AWD R-Design Auto	-	5	35950	17256	6-A tba	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D D5 AWD R-Design Nav	-	5	37265	17142	6-M tba	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D D5 AWD R-Design Nav Auto	-	5	38750	17825	6-A tba	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
D D4 R-Design Lux	-	5	35560	18491	6-M 29	130	8.1	62.8	117	1969	188/4250	-	295/1750	-	1702	1800
D D4 R-Design Lux Auto	-	5	37110	19297	8-A 29	130	8.1	60.1	124	1969	188/4250	-	295/1750	-	1727	1800
D D4 AWD R-Design Lux	-	5	37090	17803	6-M tba	127	9.6	54.3	137	2400	188/4000	-	310/1500	-	1783	1800
D D4 AWD R-Design Lux Auto	-	5	38575	18516	6-A tba	124	9.7	49.6	149	2400	188/4000	-	310/1500	-	1804	2000
D D5 AWD R-Design Lux Nav	-	5	39890	18349	6-M tba	130	8.1	54.3	137	2400	217/4000	-	310/1500	-	1783	1800
D D5 AWD R-Design Lux Nav Auto	-	5	41375	19033	6-A tba	130	8.2	49.6	149	2400	217/4000	-	325/1500	-	1804	2000
XC70														Rating ★★★½☆			
Chunkier version of the V70. Lots of space, great engines and a comfy interior are its attributes. Now updated.																	
D D4 SE Nav	-	5	34470	14477	6-M 28	130	8.8	64.2	115	1969	178/4250	-	295/1750	-	1740	1800
D D4 SE Nav Auto	-	5	36020	15128	8-A 29	130	8.8	58.9	127	1969	178/4250	-	295/1750	-	1765	1800
D D4 AWD SE Nav	-	5	36400	15288	6-M 29	127	9.2	54.3	137	2400	178/4000	-	310/1500	-	1799	2100
D D4 AWD SE Nav Auto	-	5	37885	15912	6-A 29	124	9.5	48.7	153	2400	178/4000	-	310/1500	-	1796	2100
D D5 AWD SE Nav Auto	-	5	39285	15714	6-A tba	130	8.2	48.7	153	2400	217/4000	-	325/1500	-	1816	2100
D D4 AWD SE Lux	-	5	36420	15296	6-M 30	127	9.2	54.3	137	2400	178/4000	-	310/1500	-	1799	2100
D D4 AWD SE Lux Auto	-	5	38350	16107	6-A 30	124	9.5	48.7	153	2400	178/4000	-	310/1500	-	1796	2100
D D5 AWD SE Lux Auto	-	5	41235	16494	6-A tba	130	8.2	48.7	153	2400	217/4000	-	325/1500	-	1816	2100
New XC90														Rating ★★★★½			
All-new XC90 is the most luxurious Volvo ever, with a hike in price, too. It's the new class leader.																	
D D5 AWD Momentum Auto	-	5	45750	21960	8-A 33	137	7.8	49.6	149	1969	221/4250	-	347/1750	-	2009	2700
PE T8 Twin Engine Momentum Auto	-	5	59955	28778	8-A tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2350	2500
D D5 AWD R-Design Auto	-	5	49285	23657	8-A 34	137	7.8	48.7	152	1969	221/4250	-	347/1750	-	2009	2700
PE T8 Twin Engine R-Design Auto	-	5	62855	30170	8-A tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2350	2500
D D5 AWD Inscription Auto	-	5	50185	24089	8-A 34	137	7.8	48.7	152	1969	221/4250	-	347/1750	-	2009	2700
PE T8 Twin Engine Inscription Auto	-	5	63705	30578	8-A tba	140	5.6	134.5	49	1969	315/5700	81	295/2200	177	2350	2500

POWER

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)

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JEERBOX

WORLD'S MOST DANGEROUS DRIVING DESTINATIONS

Driving anywhere nice for your holidays? **Simon Hacker** says you might like to steer clear of this selection of the six most crash-prone hotspots for road safety…

1 Spain – N332, Costa Blanca

The original road that links the coastal towns of Alicante to Cartagena does the same job as the A7 motorway, but follows the coast and has long held the ignominious title of Spain's most lethal highway. The biggest reason seems to be overdevelopment, with little or no town planning to keep pedestrians separate from traffic. Hence the road is littered with shrines for collision victims.



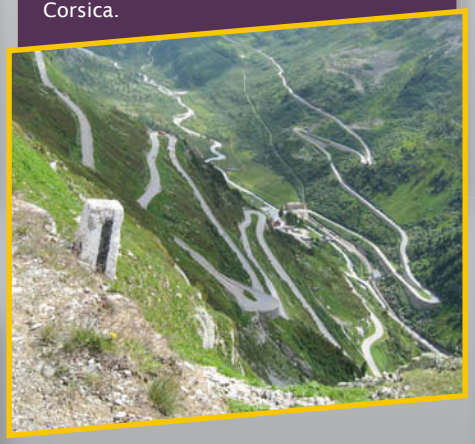
2 USA – Texas

Fancy a fly-drive in the south? Despite improving statistics, 82 people die every day over there. And sadly, three out of every five deaths occur throughout the oil-rich state of Texas. If your stay includes a hop along Highway 77 for the deep-south seaside destination of Kenedy County, be extra wary: according to data from the Auto Insurance Center, it's the worst place of all, "home to just over 400 residents, according to the latest census – but 43 fatal crashes have taken place there over the last 20 years, resulting in a staggering per capita rate". Kenedy is in the highest-producing oilfield in the state – and that's a huge clue to the road issues there. Security for the Mexican border also drains resources from highway safety and boosts a sense of free-for-all for commercial operators and their vehicles. Y'all go careful now!



3 France – the tall bits

Here's a hot tip for happy driving – and the same goes for a broader region of Europe – avoid the hilly bits. Crunch any EU crash data and you'll find the elevated highways suffer the peakiest statistics for prangs. So obviously take extra care if you like to drive for the ski slopes of the Alps and Pyrénées, though the worst spot is not on the mainland of our top holiday destination by car – it's in south Corsica.



4 Latvia – all over

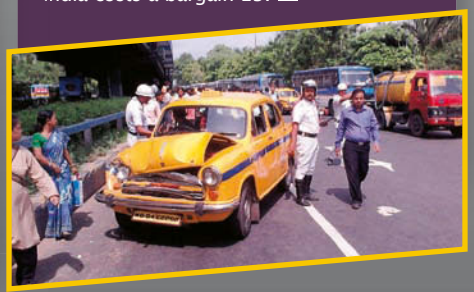
If ever there were an argument for leaving your driving licence at home, welcome to Latvia: the EU's worst driving destination bar none. With 106 fatalities per million inhabitants in 2014 – up by 18 from last year, Latvia has now overtaken (without checking its mirrors) Romania, which has seen a slight improvement over the same period (down to 91), although Bulgaria, in third spot, is dangerously tailgating, having managed to up its figure to 90. What makes Latvia so dodgy? The EU is currently working on that answer and will offer one soon, though it hints at a lack of speed cameras and traffic pattern enforcement as the smoking gun.

5 Italy – SS163 Amalfi coastline

Obviously you need to take extra care on the vertiginous camber around Cersole Reale in Piedmont, where that literal cliffhanger ending of the Italian Job was filmed. And not far off, the Stelvio Pass Road through the Alps is in the world's top ten dodgiest drives. Generally, red lights are a rag to Italian drivers who present the greatest element of risk here, though the SS163 from Amalfitana to Salerno holds a death wish for beauty-spot seekers, weaving dangerously over precipes and delving into narrow bus-clogged tunnels.

6 India – the Grand Trunk Road

Okay, so the chances of you driving a car in India are hopefully small. Keep it that way, because the chances of driving for a day without collision are roughly equal to zero. Of all the routes, the Grand Trunk Road is the most gobsmackingly confounding – a walkway for pedestrians, dromedaries, elephants, bicycles and mopeds that also happens to be shared by a heavy bombardment of trucks and cars. Driving on the right or wrong side of the road is more of an ambition than a rule. Spanning 1,500 miles, from Bangladesh in the east to Pakistan in the west (via the Khyber Pass), it's a sixteenth century thoroughfare forced into twenty-first century service. On the plus side, a driving permit for India costs a bargain £3.



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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)
* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.